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**MISSOURI**  
**DIVISION OF HIGHWAY SAFETY**

**FISCAL YEAR 2002**  
**HIGHWAY SAFETY PLAN**  
**ANNUAL REPORT**  
**(OCTOBER 1, 2001 - SEPTEMBER 30, 2002)**

BOB HOLDEN  
GOVERNOR

CHARLES R. JACKSON  
DIRECTOR  
DEPARTMENT OF PUBLIC SAFETY

JOYCE F. SHAUL  
DIRECTOR  
DIVISION OF HIGHWAY SAFETY

# NHTSA Region VII



## Missouri 2002 Highway Safety Plan

Missouri Division of Highway Safety

Department of Public Safety  
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**STATE OF MISSOURI**  
**2002 HIGHWAY SAFETY PLAN**

**PROCESS DESCRIPTION**

***Mission***

The mission of the Missouri Division of Highway Safety (MDHS) is to reduce the number and severity of traffic crashes occurring in our state. This is accomplished through implementation of the Governor's Highway Safety Program according to the federal Highway Safety Act of 1966 and subsequent modifications.

***Highway Safety Plan***

The Governor's Highway Safety Program is outlined in an annual Highway Safety Plan (HSP) which is submitted to the Governor, the National Highway Traffic Safety Administration (NHTSA), and the Federal Highway Administration (FHWA). This document describes how Missouri's Federal 402 Program appropriation will be used to promote highway safety in our State. The 2002 HSP encompasses the federal fiscal year October 1, 2001 through September 30, 2002.

The Plan is administered by the Director of the Missouri Division of Highway Safety who also serves as the Governor's Highway Safety Representative.

***State Problems—State Solutions***

State and local problem identification data will drive the state programs. The HSP will be a performance-based, dynamic plan. Such a Plan allows for continual revisions and modifications in order to enhance the outcome of our efforts.

***Submission***

The Missouri Division of Highway Safety herewith submits the 2002 Highway Safety Plan to:

The Honorable Bob Holden, Governor  
Romell Cooks, NHTSA Region VII Administrator  
Allen Masuda, FHWA Region VII Administrator



Joyce F. Shaul  
Director, Missouri Division of Highway Safety and  
Governor's Highway Safety Representative

## OVERVIEW

### ***Problem Identification***

Problem identification involves the study of the relationship between collisions and the characteristics of population, licensed drivers, people using the roadways, registered vehicles, vehicle miles, and roadway engineering. Drivers are classified into subgroups according to age and gender. Vehicles are classified according to vehicle type. Roads have been classified according to location (urban vs. rural), safety design, appropriate signing, traffic volume, etc. Collisions are further analyzed by time of day / day of week / month of year, driver subgroups, primary collision factors, use of alcohol and other drugs, and utilization of safety equipment.

The data utilized herein (2000 Missouri Traffic Crashes) was obtained from the Statewide Traffic Accident Records System (STARS) as provided by the Statistical Analysis Center (SAC) of the Missouri State Highway Patrol. In order to more effectively compare the impact our countermeasures have had upon traffic safety problem areas, crash data from the calendar year 2001 may also be utilized as it becomes available.

### ***Highway Safety Plan (HSP)***

The Division of Highway Safety is directed to develop an HSP designed to reduce the number and severity of traffic crashes in the State of Missouri. Traffic crash data, compiled by the Statistical Analysis Center of the Highway Patrol, is analyzed and published annually in the Traffic Safety Compendium. The Compendium provides the framework from which the HSP is designed—assuring that Missouri's Plan is data driven and that our efforts and resources are directed to the appropriate problem areas.

Specific areas which warrant attention are: Police Traffic Services (including law enforcement training; public information & education efforts; Safe Communities; and enforcement of hazardous moving violations—red light running, DWI, speed, aggressive driving, construction zone violations); Occupant Protection; Alcohol Impairment; Traffic Records; High Risk Groups (young drivers, motorcyclists, older drivers); Engineering Services; and Commercial Motor Vehicles. Our countermeasure efforts in these areas are designed to enhance existing law enforcement/community efforts, modify unsafe driving behaviors, and promote safe/responsible driving behaviors.

### ***Benchmarks***

Problem areas were identified for which benchmarks have been established. The benchmarks are “ideals” toward which we will strive. We believe that our countermeasure efforts may have an impact on the following problem areas: motor vehicle death/injury rates; numbers and frequency of traffic crashes, hazardous moving violations; the use of safety devices; and deaths/injuries in special high-risk age groups. While these benchmarks are quantifiable for evaluation and accountability purposes, it should be noted that they are not totally reliant upon the programs implemented by this Division. They are quite often highly dependent upon existing legislation and the motoring public’s adherence to traffic laws and safe driving habits.

**STATE OF MISSOURI**  
**PLANNING, PROGRAMMING, & IMPLEMENTATION TIMEFRAMES**

**HIGHWAY SAFETY PLAN and ANNUAL REPORT (color-coded as follows: HSP—Green; Annual Report—Yellow)**

ACTIVITY	OCT.	NOV.	DEC.	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.
Data Collection (from grantee reports & MSHP SAC)	O	N	-	G	O	I	N	G	---	---	---	---
Data Analysis (based on activity/monitoring reports)	O	N	-	G	O	I	N	G	---	---	---	---
Grantee monthly reimbursement vouchers due	10 <sup>th</sup>	10 <sup>th</sup>	10 <sup>th</sup>	10 <sup>th</sup>								
Solicitation letters mailed to prospective grantees					15 <sup>th</sup>							
Regional grant application training sessions for prospective grantees						Mid-month	Mid-month					
1 <sup>st</sup> Round grant application review—program team reviews (scheduled by Managers)									By 30 <sup>th</sup>			
2 <sup>nd</sup> Round grant application review & budget meeting—all program staff & Director (2 days)										By 15 <sup>th</sup>		
Mail grantee Award & Rejection Letters											15 <sup>th</sup>	
Annual HSP due to NHTSA												By 1 <sup>st</sup>
All contracts written, completed internal review process & mailed												By 10 <sup>th</sup>
Regional grant award meetings (all grantees required to attend)												Mid month
Contracts end for current federal fiscal year (extensions require federal approval)												30 <sup>th</sup>
All funds must be obligated												30 <sup>th</sup>
New federal fiscal year—Contracts begin unless otherwise scheduled	1 <sup>st</sup>											
Audit Closeout due 90 days after end of current FY				31 <sup>st</sup>								
Letters to grantees requesting end-of-year reports	15 <sup>th</sup>											
Grantee reports due for inclusion in Annual Report		15 <sup>th</sup>										
Compile & print Annual Report				15 <sup>th</sup>								
Annual Report & Final Cost Summary Due				31 <sup>st</sup>								

Current as of 8/01

**STATE OF MISSOURI**  
**PLANNING, PROGRAMMING, & IMPLEMENTATION TIMEFRAMES**

**OTHER PROGRAMS under TEA-21 (color-coded as follows: Incentive Grants—Blue)**

ACTIVITY	OCT.	NOV.	DEC.	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.
Data Collection (from grantee reports & MSHP SAC)	O	N	-	G	O	I	N	G	---	---	---	---
Data Analysis (based on activity/monitoring reports)	O	N	-	G	O	I	N	G	---	---	---	---
Grantee monthly reimbursement vouchers due	10 <sup>th</sup>											
Section 157 Innovative Grant—Due Date												1 <sup>st</sup>
Section 157 Innovative Grant—Quarterly Report Due	10 <sup>th</sup>											
Section 157 Innovative Grant—Annual Report Due						31 <sup>st</sup>						
Sect 157 Incentive—Seat belt use rate & report due*						1 <sup>st</sup>						
Section 163 .08 BAC Incentive Grant—Law Cert. Due										15 <sup>th</sup>		
Section 410 Alcohol Incentive Grant—Due Date												1 <sup>st</sup>
Section 411 Data Incentive Grant—Due Date				15 <sup>th</sup>								
Sect 2003b Incentive Grant—Due Date			15 <sup>th</sup>									
Sect 2003b Incentive Grant—Annual Report Due*							17 <sup>th</sup>					

\*Dates subject to change because they are based on the date of grant award

*Current as of 8/01*

## GRANT SELECTION PROCESS

### ***Grant Application Process***

- 1 MDHS grant applications forms distributed
- 2 MDHS hosted 5 grant application workshops (St. Louis, Kansas City, Jefferson City, Springfield & Farmington); participants were provided training on how to develop their proposals
- 3 Grant applications were due to the Division of Highway Safety
- 4 Grant applications reviewed and evaluated by MDHS staff
- 5 Selection finalized for grant awards
- 6 Grantees notified of approval and funding levels
- 7 Training meeting for grantees hosted in Jefferson City to discuss grant requirements

### ***Grant Selection Criteria***

An internal team comprised of the MDHS Director and program staff review all grant applications. Serious consideration must be given to budgetary constraints since project funding requests always far exceed the available federal appropriations. The following criteria are taken into consideration by the reviewers:

- Specified problem identification (including demonstrated need, documented problem locations, crash statistics, special events, targeted populations, and impact on traffic safety)
- Input of local resources to match federal grant efforts
- Validity of selected countermeasure activities to make a positive impact on the identified problem
- Innovative countermeasure activities
- Development of exceptional partnerships to enhance resources and outcomes
- Past experience working with the grantee--proven ability to meet stated goals and objectives
- Support of local government/administration toward traffic safety efforts
- Phased-in projects (projects designed to be implemented in phases over multiple years) are given priority for continued funding
- Equipment needs--evaluated on a case-by-case basis; in most situations, agencies are required to match 50% on equipment purchases

### ***State Reporting Compliance Requirements***

All law enforcement agencies are required to report the following information to the appropriate state repositories. Failure to do so may result in the loss of Highway Safety grant funding.

#### **Uniform Crime Reporting--RSMo 43-505**

Crime incident reports shall be submitted to the Department of Public Safety (DPS) on the forms or in the format prescribed by DPS; as shall any other crime incident information which may be required by DPS.

#### **Racial Profiling--RSMo 590-650**

Each law enforcement agency shall compile the data described in subsection 2 of Section 590-650 for the calendar year into a report to the Attorney General and shall submit the report to the Attorney General no later than March first of the following calendar year.

#### **Statewide Traffic Accident Reporting System (STARS)--RSMo 43-250**

Every law enforcement officer who investigates a vehicle accident resulting in injury to or death of a person, or total property damage to an apparent extent of five hundred dollars or more to one person, or who otherwise prepares a written report as a result of an investigation of an accident, shall forward a written report of such accident to the Superintendent of the Missouri State Highway Patrol within ten days after investigation of the accident, except that upon the approval of the Superintendent of the Highway Patrol the report may be forwarded at a time and/or in a form other than as required in this statute.

## **STATE CERTIFICATIONS AND ASSURANCES**

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

### **Certifications and Assurances**

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b)(1)(A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b)(1)(B));

At least 40 percent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b)(1)(C)), unless this requirement is waived in writing;

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges;

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. § 794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

#### **DRUG-FREE WORKPLACE ACT OF 1988 (49 CFR Part 29 Subpart F):**

The State will provide a drug-free workplace by:

- a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;

- b) Establishing a drug-free awareness program to inform employees about:
  - 1) The dangers of drug abuse in the workplace.
  - 2) The grantee's policy of maintaining a drug-free workplace.
  - 3) Any available drug counseling, rehabilitation, and employee assistance programs.
  - 4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c) Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will —
  - 1) Abide by the terms of the statement.
  - 2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted —
  - 1) Taking appropriate personnel action against such an employee, up to and including termination.
  - 2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

## **BUY AMERICA ACT:**

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

## **POLITICAL ACTIVITY (HATCH ACT):**

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees."

## **CERTIFICATION REGARDING FEDERAL LOBBYING:**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

- (1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

## **RESTRICTION ON STATE LOBBYING:**

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

## CERTIFICATION REGARDING DEBARMENT AND SUSPENSION:

### Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department's or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters—Primary Covered Transactions

- (1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:
- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
  - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
  - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
  - (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
- (2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to whom this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

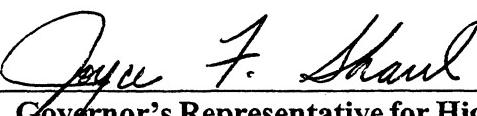
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participants shall attach an explanation to this proposal.

## ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2001 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

  
\_\_\_\_\_  
Governor's Representative for Highway Safety

8-23-01

Date

## **SECTION II**

# **STATEWIDE TRAFFIC SAFETY ANALYSIS**

### **Problem Areas-Enforcement Issues**

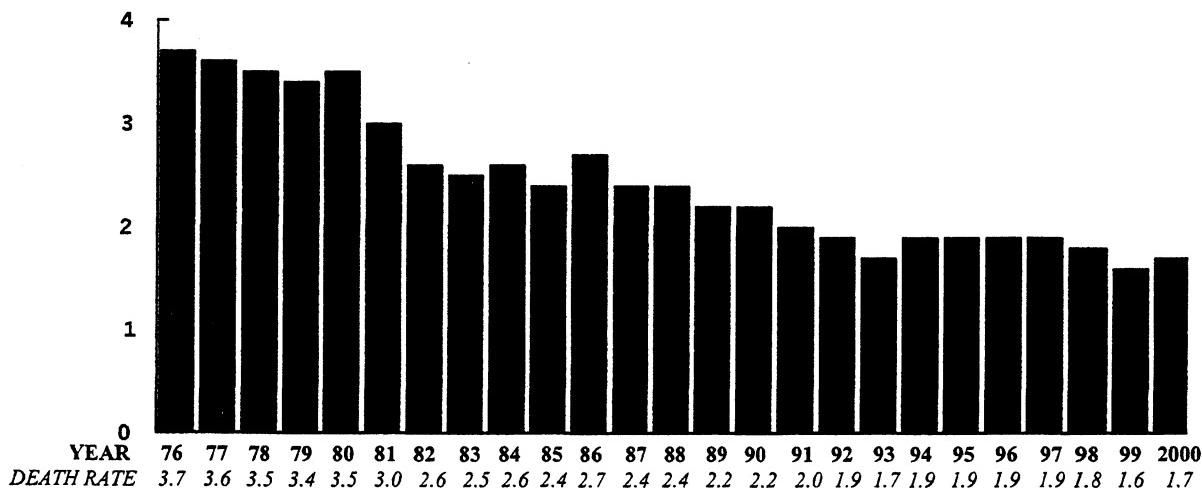


## MISSOURI STATEWIDE TRAFFIC SAFETY ANALYSIS

### *Deaths Due to Traffic Crashes – History*

Over the past 25 years Missouri has experienced a dramatic decline in traffic crash fatalities in relation to the number of miles driven on its roadways. During this time period, the number of miles traveled has more than doubled while traffic deaths have remained relatively constant. For instance, in **1976** Missouri had **3.7 fatalities** for every 100 million miles of travel compared to **2000** when the State death rate had dropped to **1.7 fatalities** for every 100 million miles of travel. The reduction in the death rate has been due, in large part, to numerous Federal, State, and local government policies, programs, and laws, the Governor's Highway Safety Program has certainly played a major role in this effort.

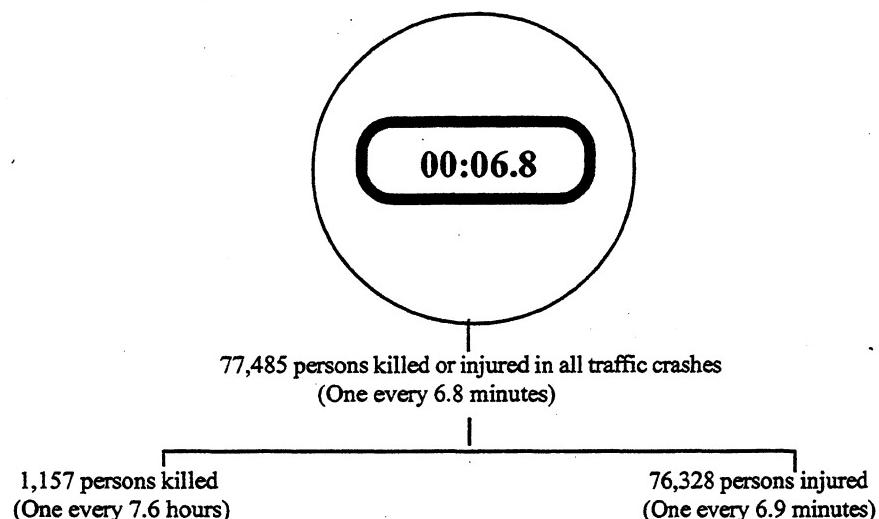
MISSOURI DEATH RATE  
1976 - 2000



### *Current Traffic Crash Data – 2000*

Even though statistics like the death rate indicate a positive impact is being made on Missouri's traffic safety problem, it should not be a cause for complacency. A substantial number of people continue to be killed and injured on Missouri roadways and most of these traffic crashes are preventable. In **2000**, there were **193,778 traffic crashes**. In 991 of these crashes one or more people were killed and in 49,715 crashes, someone was injured. A total of **1,157 people lost their lives** (one death every 7.6 hours) and **76,328 were injured** (one person injured every 6.9 minutes).

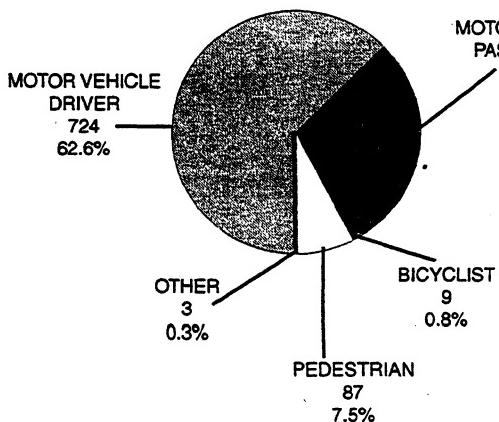
**MISSOURI TRAFFIC SAFETY PERSONAL INJURY  
PROBLEM ANALYSIS CLOCK  
2000**



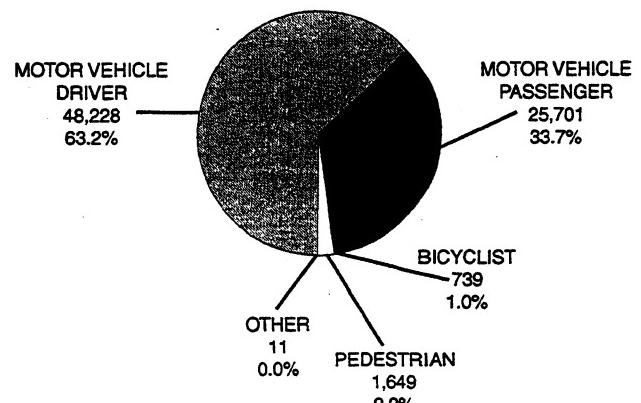
A substantial number of persons killed and injured in Missouri's 2000 traffic crashes were drivers and passengers of motorized vehicles. Of the fatalities, 62.6% were drivers and 28.9% were passengers; of those injured, 63.2% were drivers and 33.7% were passengers. Although pedestrians do not make up a substantial proportion of persons injured in Missouri traffic crashes, they do account for a larger proportion of those killed in these incidents -- 7.5%.

**2000 MISSOURI TRAFFIC CRASHES**

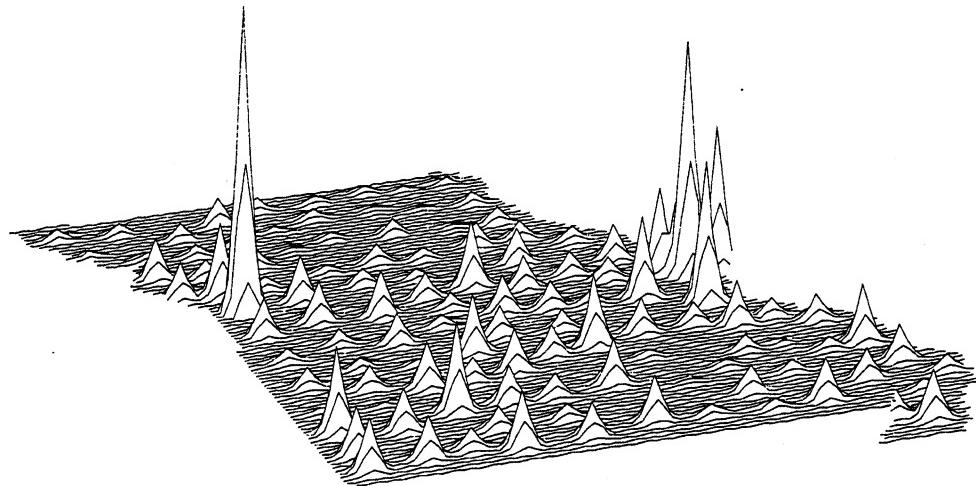
**PERSONS KILLED**



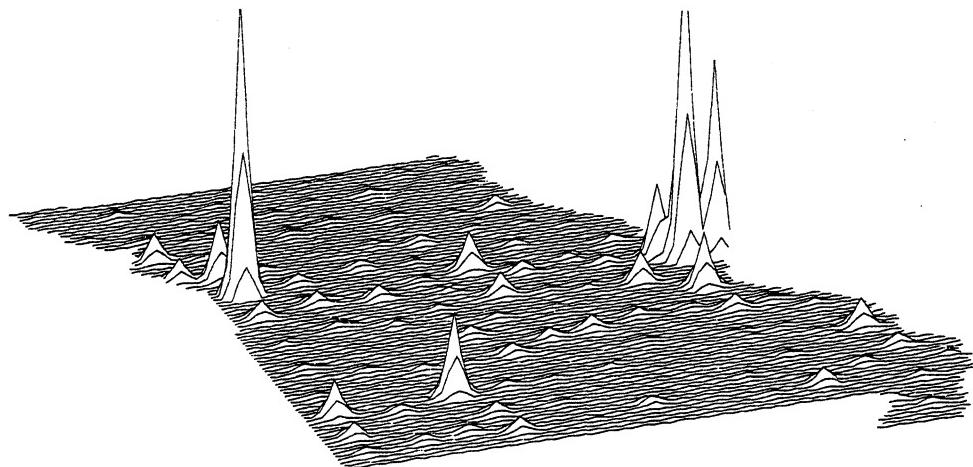
**PERSONS INJURED**



As expected, traffic crashes are not evenly distributed on Missouri roadways. They occur in larger numbers in more densely populated regions of the State compared to the rural areas. Of the 193,778 traffic crashes in 2000, 64.5% occurred in an urban community having a population of 5,000 or more and 35.5% occurred in a rural area (under 5,000 population or unincorporated area). However, rural areas of the State cannot be discounted. They take on much greater significance when examining traffic crashes resulting in fatalities. In 2000 fatal traffic crashes, 24.5% occurred in an urban area of the State and 75.5% in a rural area.

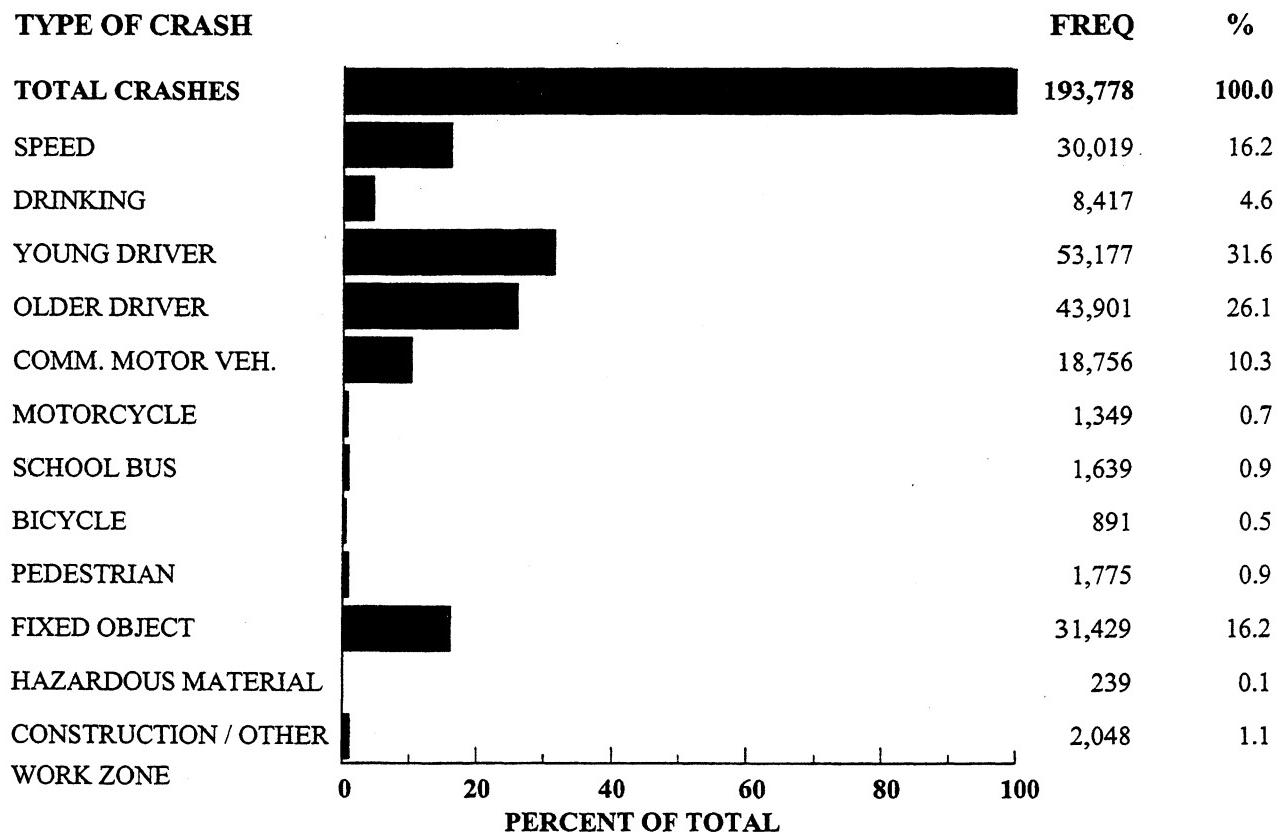


**MISSOURI TOTAL TRAFFIC CRASHES  
2000**



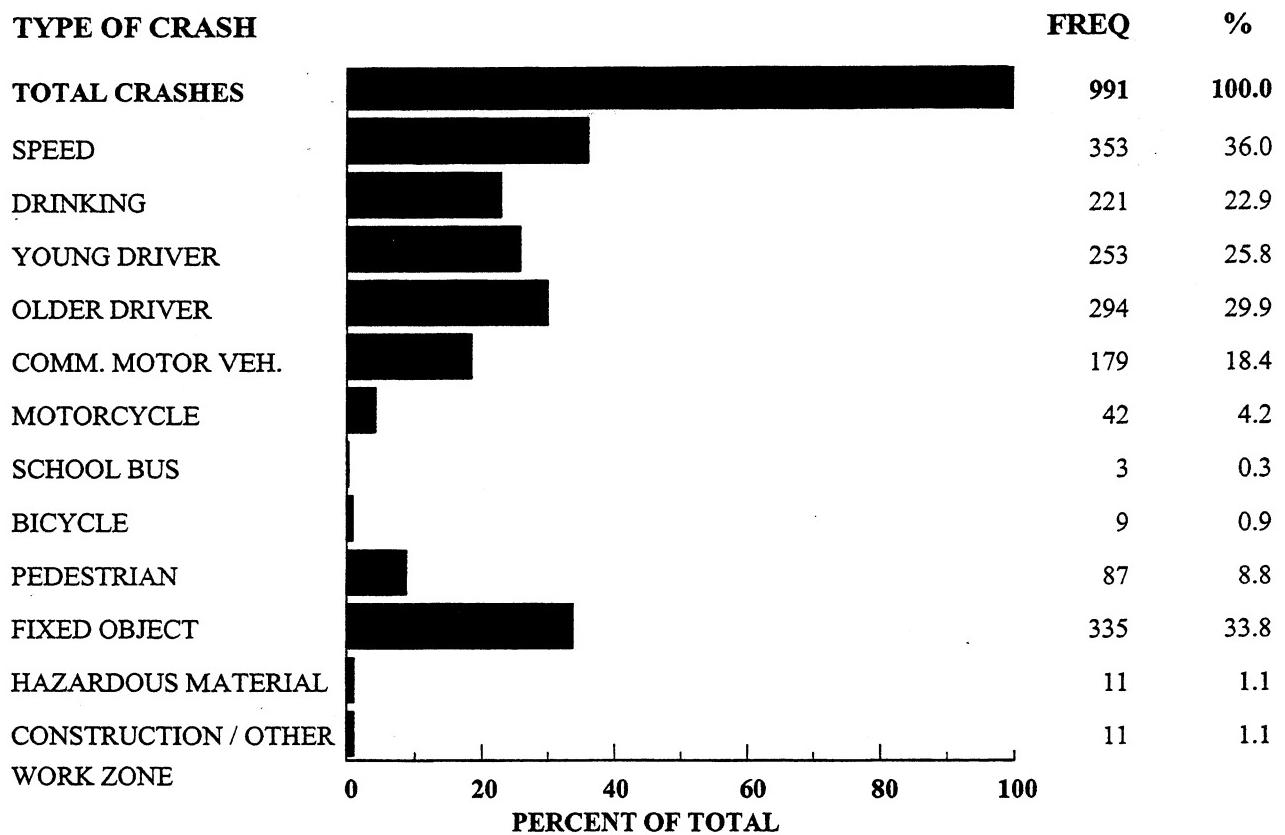
Note: On some of the following graphs, it is noted that "Unknown data is not included." In some instances, the violation or situation was not apparent to the investigating officer. Those numbers are not included so as not to skew the data.

## 2000 MISSOURI TRAFFIC CRASHES



NOTE: Due to the fact a crash may be classified as more than one type, the individual totals may not add to the grand total.

## 2000 MISSOURI FATAL TRAFFIC CRASHES



NOTE: Due to the fact a crash may be classified as more than one type, the individual totals may not add to the grand total.

## **PROBLEM AREAS--ENFORCEMENT ISSUES**

Police Traffic Services will address numerous problem areas in traffic safety with an emphasis on enforcement issues. Through data analysis, we were able to identify specific target areas and answer these pertinent questions:

*Which geographic locations should be targeted?*

- Statewide--While *more crashes* occur in the densely populated *urban areas*, *three-fourths* of the *fatal crashes* occur in *rural areas*

*What are Missouri's most serious areas of traffic safety concern?*

- Drivers committing Hazardous Moving Violations such as aggressive driving (including red light running), speeding, and alcohol-impaired driving
- High Risk Drivers (young drivers under the age of 21 & motorcyclists)
- Occupant Protection (non-use of safety belts and misuse of child restraint devices)

*Which vehicles are overrepresented in fatal crashes?*

- Motorcycles
- Commercial Motor Vehicles (commercial vehicles are addressed within the Motor Carriers Safety Assistance Program Annual Plan which is also administered within the Division of Highway Safety)

***Benchmarks (measurable benchmarks pertinent to a specific problem area are identified within that section)***

- 1 Reduce statewide death rate not to exceed the current rate  
2000=1.7 1999=1.6 1998=1.8 1997=1.9
- 2 Increase the number of citations issued for hazardous moving violations at high accident locations thereby decreasing crashes at those locations
- 3 Reduce the number of alcohol-involved crashes
- 4 Increase occupant restraint usage through enforcement and education
- 5 Decrease percentage of crashes involving High Risk Drivers
- 6 Decrease rate of crashes involving commercial motor vehicles

***Performance Measures***

Continue tracking statewide death and injury rates. Analyze statistics to determine if a correlation can be made as to whether Highway Safety's countermeasure programs have an effect on reducing these figures. Individual Police Traffic Services projects will be monitored and evaluated to determine whether increased enforcement and education efforts are having a positive impact on the reduction of traffic crashes at identified locations and resulting injuries/deaths.

***Strategies***

- Technical Assistance--Assist law enforcement agencies in problem identification & preparation of projects which will effectively attack their traffic safety problems
- Enhanced Enforcement--Provide funding for projects which put additional traffic officers at high crash locations to enforce hazardous moving violations
- Traffic Enforcement Equipment--Provide suitable equipment to enforce traffic laws
- Training--Provide training to complement and supplement law enforcement efforts
- Partnerships--Increase activities between state and local law enforcement agencies such as multi-jurisdiction enforcement efforts

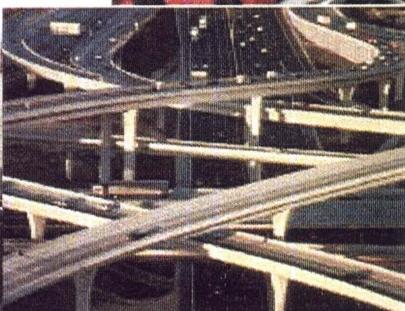
## **SECTION III**

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## **AGGRESSIVE DRIVING**



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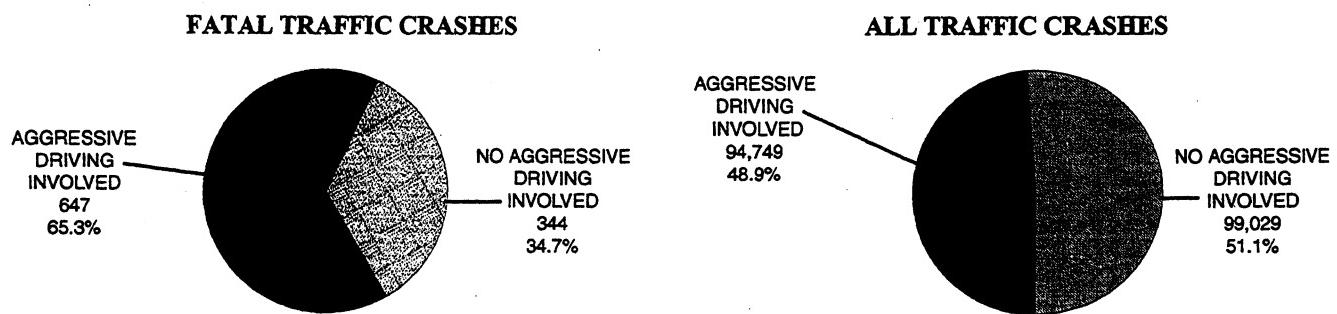


## AGGRESSIVE DRIVERS

Aggressive driving has contributed substantially to traffic crashes on Missouri's roadways, especially those crashes resulting in death. Aggressive drivers are defined as drivers of motorized vehicles who committed one or more of the following violations which contributed to the cause of a traffic crash: speeding; improper passing; violation of stop sign / signal; driving on wrong side of road (not passing); following too close; improper signal; improper lane usage / change; and / or failed to yield.

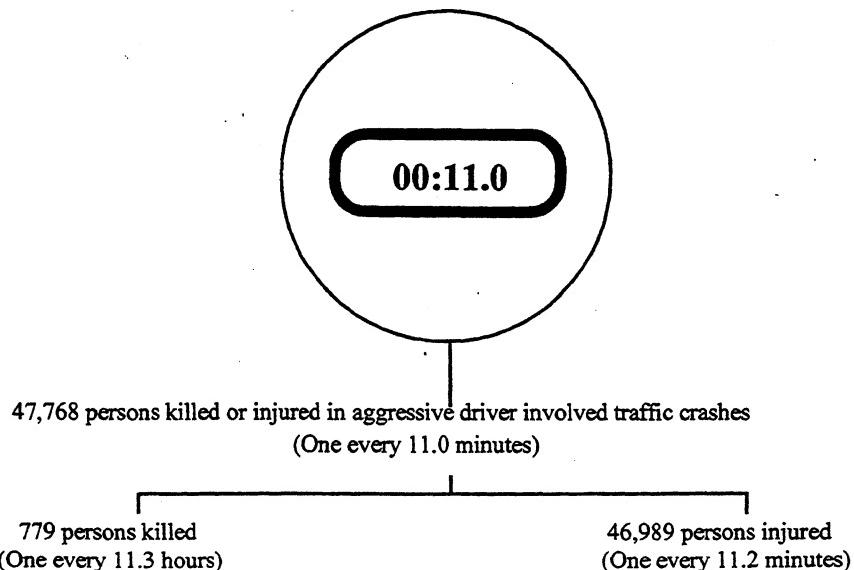
In 2000, there were 193,778 traffic crashes in the State. In these crashes, 48.9% involved one or more drivers of motorized vehicles exhibiting aggressive driving behavior. There were 991 fatal traffic crashes in which 1,157 persons were killed. *In 65.3% of these fatal crashes, one or more drivers were exhibiting aggressive driving behaviors.*

### 2000 MISSOURI AGGRESSIVE DRIVER INVOLVED TRAFFIC CRASHES



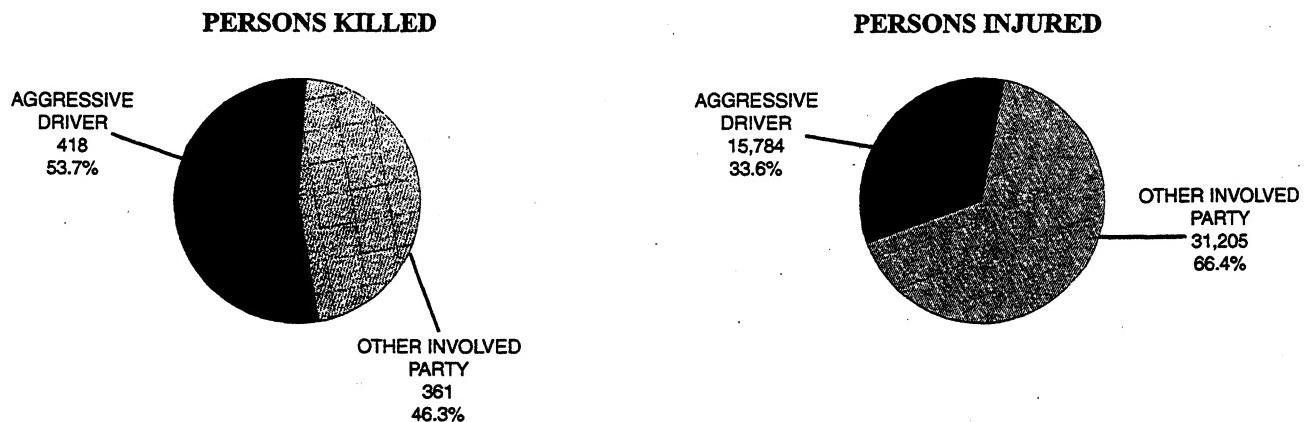
In 2000, 779 persons were killed and 46,989 injured in aggressive driver involved traffic crashes. In other words, one person was killed every 11.3 hours and one was injured every 11.2 minutes in the State.

### MISSOURI AGGRESSIVE DRIVER INVOLVED PERSONAL INJURY PROBLEM ANALYSIS CLOCK 2000



Aggressive drivers not only put their lives at risk, but the lives of others as well. Of the 779 people killed, 53.7% were the aggressive driver and the other 46.3% were some other party in the incident. Of the 46,989 injured, one-third (33.6%) were aggressive drivers and two-thirds (66.4%) were some other involved person.

### 2000 MISSOURI AGGRESSIVE DRIVER INVOLVED TRAFFIC CRASHES (Person Involvement)



### 2000 MISSOURI AGGRESSIVE DRIVE INVOLVED TRAFFIC CRASHES TYPE OF CIRCUMSTANCE (by Crash Severity<sup>1</sup>)

FATAL CRASHES = 647		TOTAL CRASHES = 94,749	
	TOTAL FATAL		TOTAL CRASHES
EXCEEDING SPEED LIMIT / TOO FAST FOR CONDITIONS	54.6		31.7
IMPROPER PASSING	4.0		2.7
VIOLATION OF STOP SIGN / SIGNAL	6.6		9.1
WRONG SIDE NOT PASSING	24.6		3.9
FOLLOWING TOO CLOSE	2.6		21.6
IMPROPER SIGNAL	0.2		0.6
IMPROPER LANE USAGE / CHANGE	12.8		10.8
FAILED TO YIELD	19.8		31.4

<sup>1</sup>This table identifies the percentage of 2000 Missouri aggressive driving related traffic crashes by specific type of aggressive driving behavior involved. For instance, in fatal aggressive driving related crashes, 54.6% involved a motorized vehicle driver speeding. In all aggressive driving related crashes, 31.7% had one or more drivers speeding.

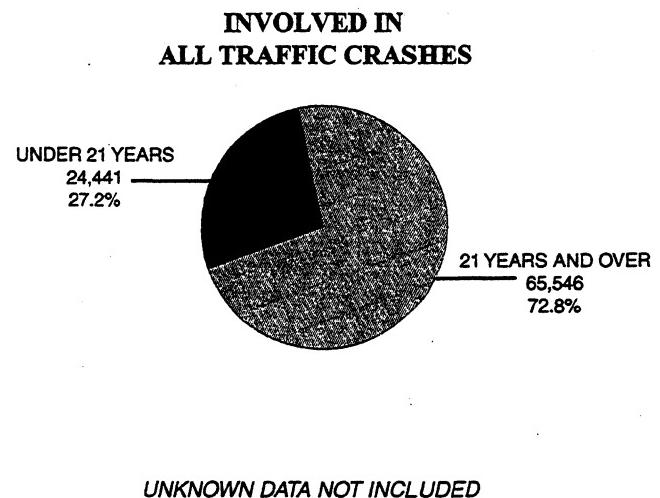
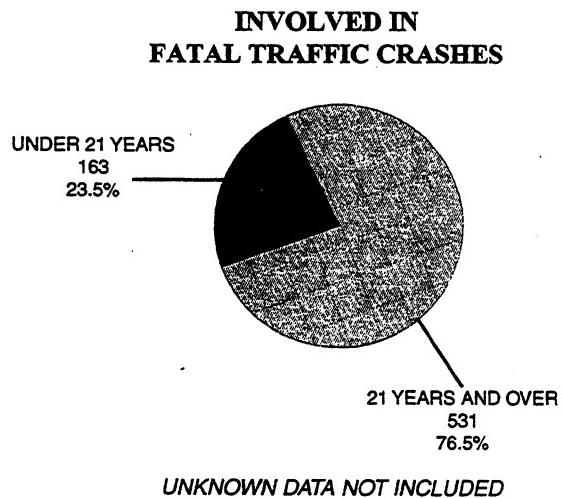
## **YOUNG AGGRESSIVE DRIVERS (*under Age 21*)**

In 2000, there were 98,904 drivers of motorized vehicles whose aggressive driving contributed to the cause of a traffic crash. Of those, 24,441 or 27.2% *were under the age of 21* -- causing a crash every 21.6 minutes. This is especially noteworthy since young drivers represent only 10.4% of Missouri's licensed drivers.

A total of 700 aggressive drivers were involved in crashes where one or more persons were killed. Of these, 163 or 23.5% *were under the age of 21* and were involved in crashes where 201 people were killed. Of those killed, 89 or 44.3% were the young aggressive driver and 112 or 55.7% were some other person in the crash.

A total of 218 young people died and another 15,134 were injured in 2000 traffic crashes where aggressive driving was a contributing factor -- one every 34.3 minutes.

### **AGGRESSIVE DRIVERS INVOLVED IN 2000 MISSOURI TRAFFIC CRASHES (by Age)**



### **Benchmarks**

1. The state will strive to see a reduction in aggressive driving crashes. Statistics from 2000 show a slight increase from 1999 in overall crashes (from 48.4% to 48.9%). Unfortunately, when reviewing fatal crashes, there has been a steady increase each year from 1998 when the percentage was 63.4, to 64.2% in 1999, and now to 65.3% in year 2000. Although we have limited statistics, making it difficult to determine benchmarks, we will set a figure of 1% reduction per year for overall crashes and 1% per year reduction for fatal crashes. Aggressive driving is often influenced by road conditions, traffic congestion, and time constraints. We will monitor the effects of these determinants on aggressive driving crashes. Areas which warrant special attention are the metropolitan areas like St. Louis where considerable construction has been occurring on many of the major highways. With further study of these control factors, we may be able to develop more effective countermeasures.

### **Performance Measures**

Continue to track and evaluate all crashes involving hazardous moving violations. The Division will coordinate with various law enforcement agencies, statisticians, and safety professionals to develop accepted identifiers for aggressive driving involved traffic crashes.

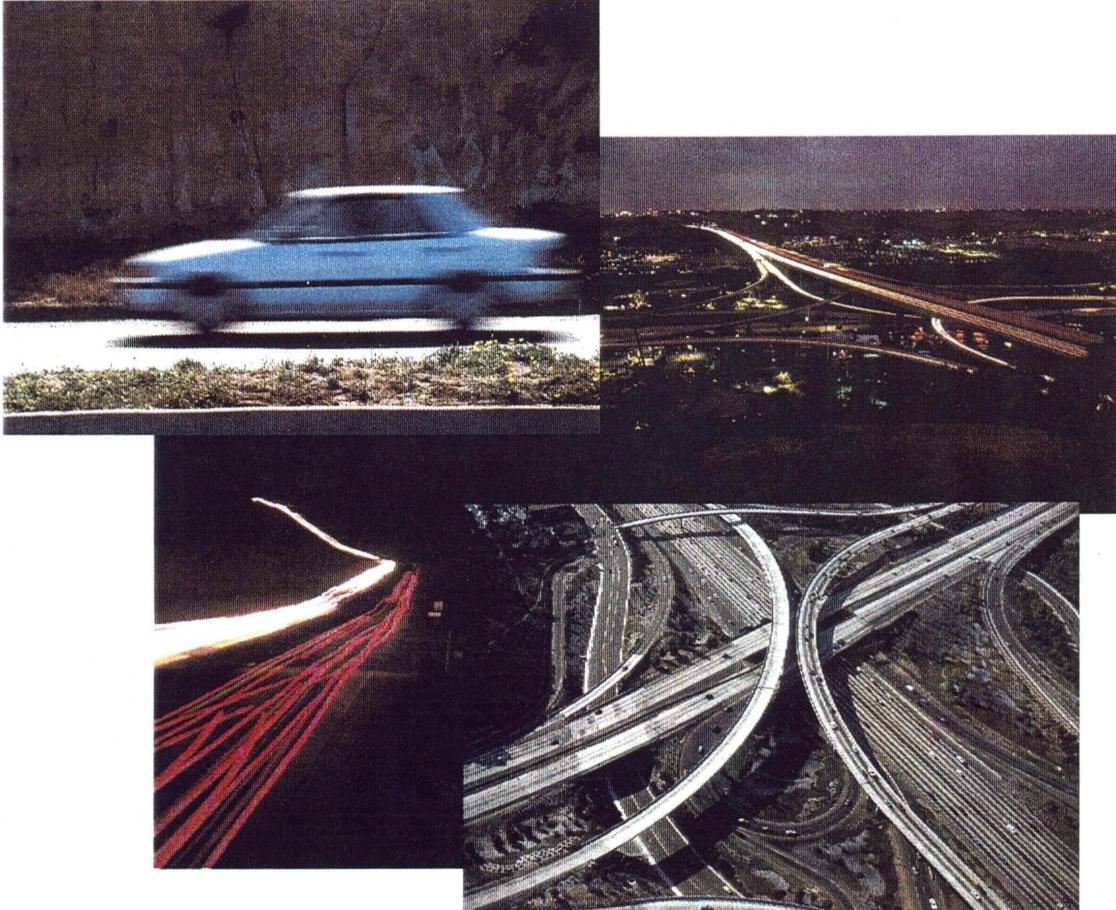
### **Strategies**

- Develop public information campaign materials designed specifically to target aggressive drivers
- Fund HMV saturation enforcement projects through the Highway Patrol and local law enforcement agencies
- Partnership strategies—the Division will continue to meet with law enforcement partners to develop enforcement/awareness strategies and share their concepts and programs
- Training—the Division has developed a Powerpoint presentation on aggressive driving and will present this program for law enforcement agencies, the business and health community, and any interested groups as requested
- Enhance aggressive driving educational and enforcement efforts utilizing information gleaned from national research, "best practices" countermeasures, and statistics
- Update aggressive driving section of the MDHS website as new information becomes available

## **SECTION IV**

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## **SPEED INVOLVEMENT**

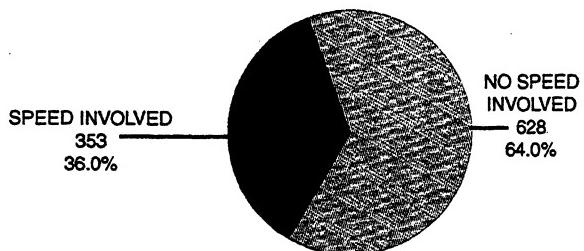


## SPEED INVOLVEMENT

Speed is a substantial contributing factor in traffic crashes on Missouri's roadways, especially those resulting in death. In 2000, there were 193,778 traffic crashes in the State. In known cases, 16.2% involved one or more drivers of motorized vehicles driving too fast for conditions or exceeding the speed limit. In 2000, there were 991 Missouri traffic crashes in which 1,157 persons were killed. In 36.0% of these crashes, one or more motorized vehicle drivers were speeding.

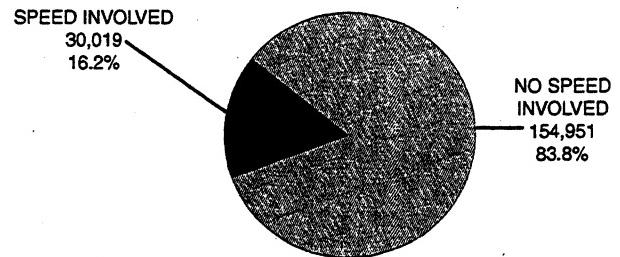
### 2000 MISSOURI SPEED-INVOLVED TRAFFIC CRASHES

FATAL TRAFFIC CRASHES



*UNKNOWN DATA NOT INCLUDED*

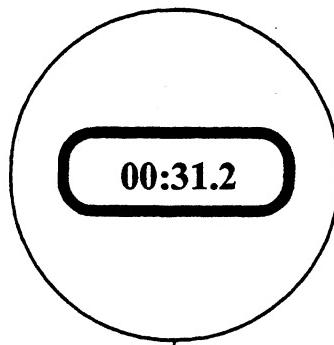
ALL TRAFFIC CRASHES



*UNKNOWN DATA NOT INCLUDED*

In 2000, 437 persons were killed and 16,444 injured in speed-involved traffic crashes. In other words, one person was killed every 20.1 hours and one was injured every 32.1 minutes in the State.

### MISSOURI SPEED-INVOLVED PERSONAL INJURY PROBLEM ANALYSIS CLOCK 2000



16,881 persons killed or injured in speed-involved traffic crashes  
(One every 31.2 minutes)

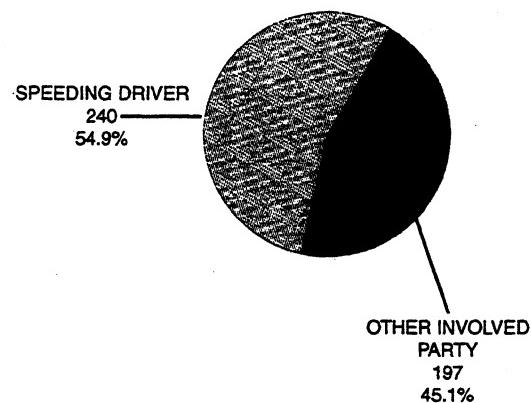
437 persons killed  
(One every 20.1 hours)

16,444 persons injured  
(One every 32.1 minutes)

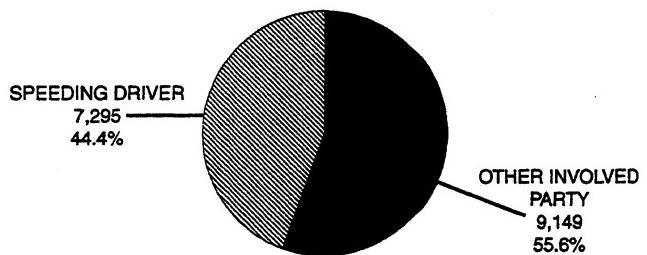
The driver of a motorized vehicle not only puts their life at risk when speeding on Missouri roadways, but other persons as well. Of the 437 persons killed in 2000 speed-related traffic crashes, 54.9% were the speeding drivers. The other 45.1% were some other party in the incident. Of the 16,444 injured, less than half (44.4%) were the speeding driver while the majority (55.6%) were some other involved person.

### 2000 MISSOURI SPEED-INVOLVED TRAFFIC CRASHES (Person Involvement)

**PERSONS KILLED**



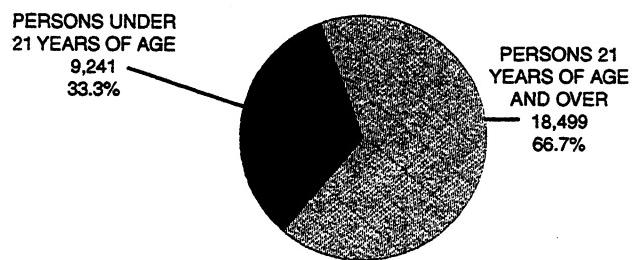
**PERSONS INJURED**



A sizable proportion of motorized drivers speeding on Missouri roadways and causing traffic crashes are young and male. Of all speeding drivers involved in Missouri's 2000 traffic crashes, about one-third (33.3%) were under the age of 21. In addition, 68.1% of the speeding drivers were male.

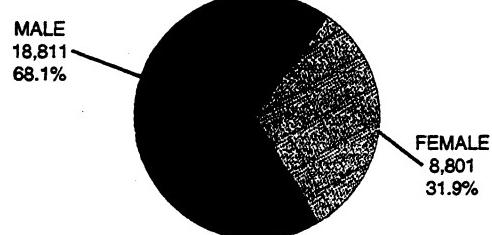
### 2000 MISSOURI TRAFFIC CRASHES – DRIVERS SPEEDING (by Age and Sex)

**AGE**



*UNKNOWN DATA NOT INCLUDED*

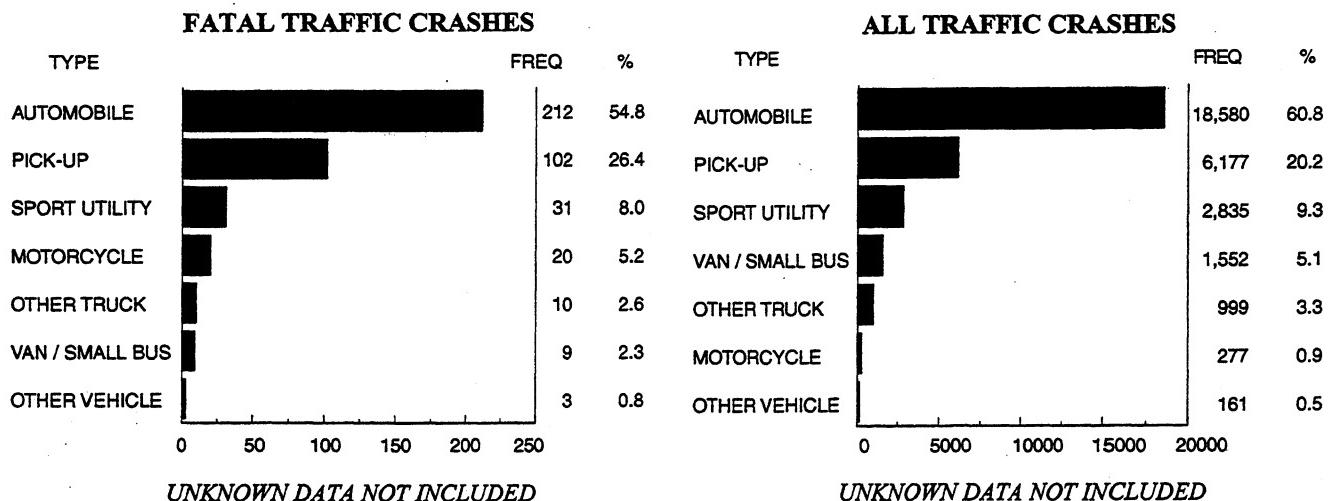
**SEX**



*UNKNOWN DATA NOT INCLUDED*

The majority of speeding drivers involved in 2000 Missouri traffic crashes were driving automobiles (60.8%), followed by pick-up trucks (20.2%), and sport utility vehicles (9.3%). However, when examining speeding drivers in fatal traffic crashes, pick-up trucks make up about one-fourth of the involved vehicles (26.4%).

**2000 MISSOURI SPEED-INVOLVED TRAFFIC CRASHES**  
**(by Vehicle Type)**



Findings indicate the speed limit increase which went into effect March 13, 1997 continues to have an adverse impact on Missouri's crash experience. A study comparing Missouri traffic crashes three years prior to the change with three years after it went into effect was completed. Statewide, for all crashes, Missouri had a 5.4% increase in the first year, a 4.8% increase in the second, a 7.2% increase in the third, and just a 5.8% increase in the fourth year. The speed limit change did not impact all roadways. The roadway type having the greatest impact was interstates. The rate of change on interstates was significantly greater than that experienced statewide. In the first year, the interstate rate of change increased by 15.5%, during the second year it increased by 14.2%, during the third year it increased by 23.5%, and during the fourth year it increased by 17.5%.

The impact of the speed limit change was even greater when examining traffic crashes resulting in death. Statewide, there was a 7.4% increase in the first year after the change, a 15.0% increase in the second year, just a 4.2% increase in the third year, and a 7.5% increase in the fourth year. However, on interstates, there was a 34.4% increase in the first year, a 49.6% increase in the second, a 43.2% increase in the third, and a 28.8% increase in the fourth year.

### **Benchmarks**

- 1 One percent reduction in statewide speed-related fatal crash rates:  
1995=39.0%; 1996=39.0%; 1997=38.0%; 1998=38.0%; 1999=32.5%; 2000=36.0%
- 2 Reductions in crashes at high accident locations were established at levels ranging from 5-20% depending on the agency, location, level of enforcement, project type (i.e., educational versus enforcement). These benchmarks are listed as "goals" within each individual contract.

### **Performance Measures**

Continue tracking and analyzing all speed-related crashes (especially those occurring on major highways and interstates) in order to identify whether the increased speed limits have made a significant impact. During this evaluation process, the Division will work with other strategic agencies to develop countermeasures addressing our concerns.

Report speed-related violations and speed-related crash rates at locations where selective enforcement projects are supported.

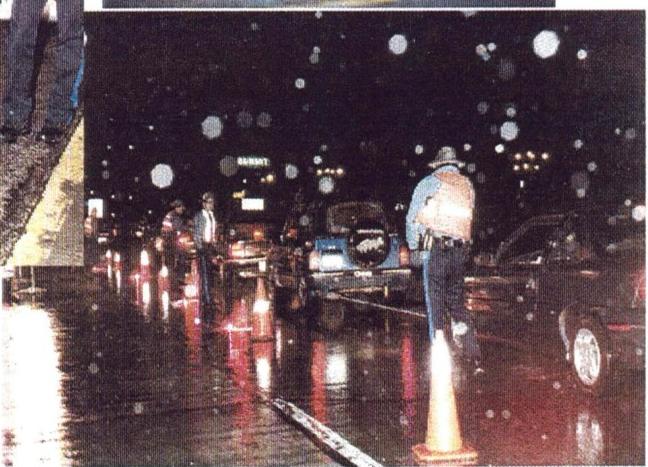
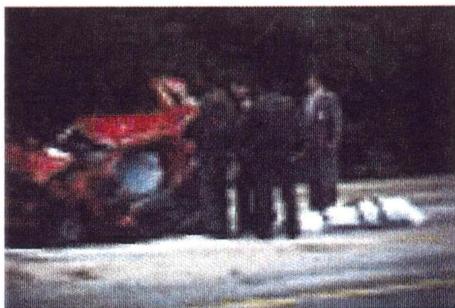
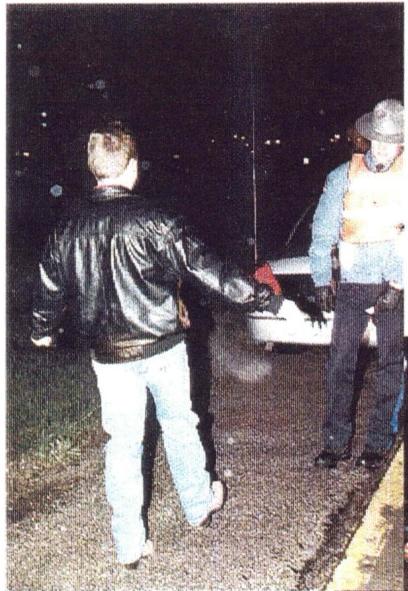
### **Strategies**

- Combined Accident Reduction Enforcement (CARE) holiday saturation enforcement project with the Missouri State Highway Patrol
- Fuel for Highway Patrol speed enforcement aircraft
- Participate in national efforts to track and evaluate the increased speed limits
- Provide funding to support hazardous moving violations saturation enforcement projects through local law enforcement agencies; some speed projects will include equipment to enhance the enforcement efforts (e.g., radar unit, vehicle)
- Increase multi-jurisdiction partnership projects (both intra and interstate) for enhanced speed enforcement on major highways
- Support Selective Traffic Enforcement Projects (STEP) through state and local law enforcement agencies

## **SECTION V**

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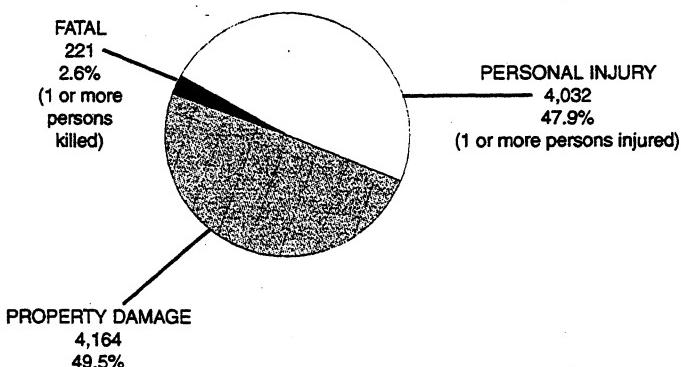
## **ALCOHOL IMPAIRMENT**



## ALCOHOL INVOLVEMENT

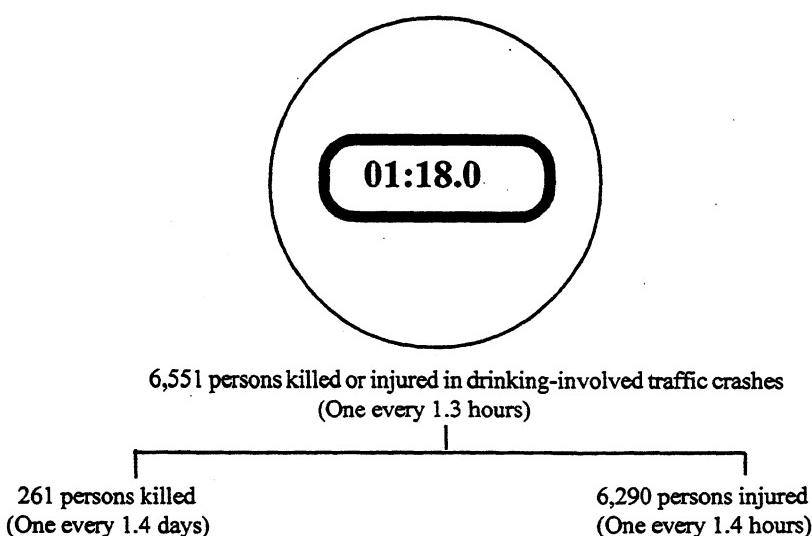
Alcohol contributes substantially to traffic crashes on Missouri's roads, especially those resulting in death or personal injury. In 2000, 193,778 traffic crashes occurred in the State. Of those, 0.5% resulted in a fatality and 25.7% involved someone being injured. During the same time period, there were 8,417 traffic crashes where one or more drivers and/or pedestrians were drinking and, in the opinion of the investigating officer, their intoxicated condition was a contributing factor. In these incidents, 2.6% resulted in at least one death; 47.9% resulted in a personal injury.

### 2000 MISSOURI DRINKING-INVOLVED TRAFFIC CRASHES



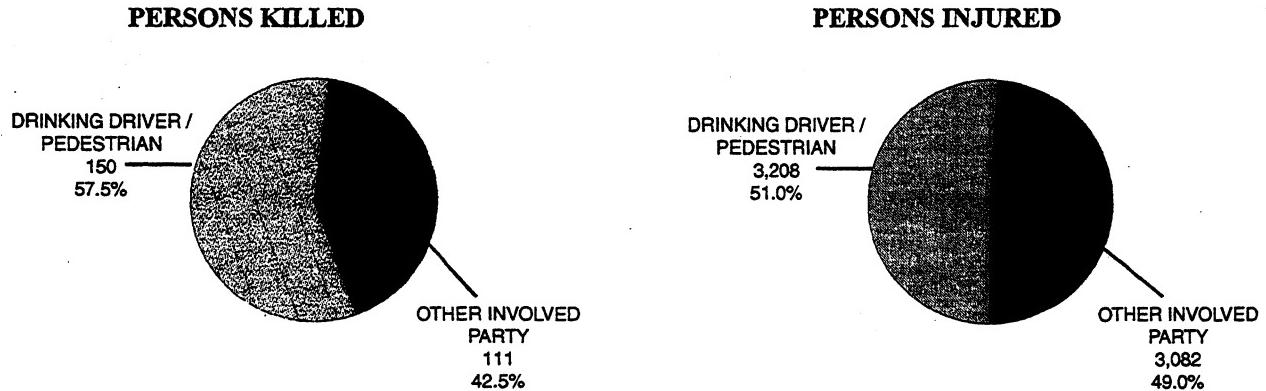
In 2000, 261 persons were killed in the 8,417 alcohol-involved traffic crashes; 6,290 persons were injured in these incidents -- one person was killed every 1.4 days and one injured every 1.4 hours. It also must be recognized alcohol intoxication is being under-reported as a contributing factor in traffic crashes. As a result, it is an even greater traffic safety problem than these statistics would indicate.

### MISSOURI DRINKING-INVOLVED PERSONAL INJURY PROBLEM ANALYSIS CLOCK 2000



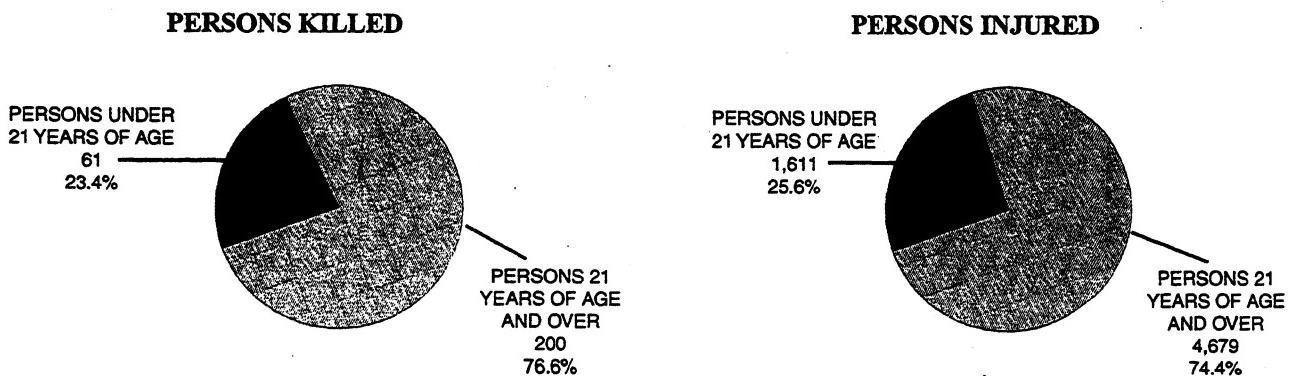
Some contend that those drinking and driving are simply hurting and killing themselves. Although a large number of persons being killed/injured in alcohol-involved traffic crashes are the drinking drivers, a substantial number of persons dying and being injured in these crashes are not intoxicated. Their actions in these incidents probably did not contribute to the cause of the collision. Of the 261 persons killed in alcohol-involved traffic crashes, 57.5% were the intoxicated driver/pedestrian, but 42.5% were some other involved party. Of the 6,290 injured, 51.0% were the intoxicated drivers/pedestrians while 49.0% were other persons in the incidents.

### 2000 MISSOURI DRINKING-INVOLVED TRAFFIC CRASHES (Person Involvement)



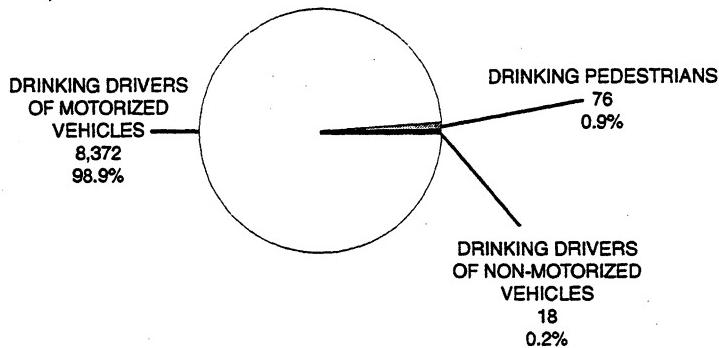
Alcohol-related traffic crashes are having an adverse impact on youth in the State of Missouri. Of the 261 persons who died in 2000 Missouri alcohol-involved traffic crashes, 23.4% were under the age of 21. Of the 6,290 who were injured in these incidents, 25.6% were young persons.

### 2000 MISSOURI DRINKING-INVOLVED TRAFFIC CRASHES (by Age)



To address Missouri's alcohol-involved traffic crash problem, it is important to understand whose intoxicated condition contributed to the cause of the incident. There were 8,466 intoxicated drivers/pedestrians involved in the 8,417 Missouri traffic crashes in 2000. The vast majority were drivers of motorized vehicles (98.9%); pedestrians made up 0.9%; and 0.2% involved some other driver.

### DRINKING IN 2000 MISSOURI TRAFFIC CRASHES (Person Category)



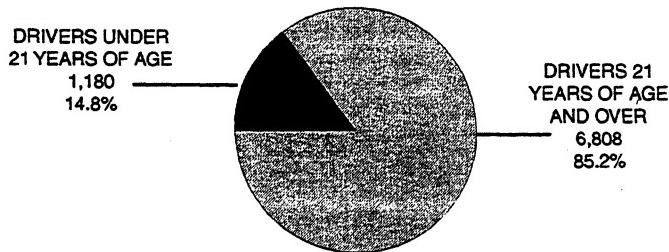
*UNKNOWN DATA NOT INCLUDED*

#### **Young Drinking Drivers (Under Age 21)**

Youth make up a significant proportion of drinking drivers of motorized vehicles causing traffic crashes on Missouri roadways. Of the 8,372 drivers of motorized vehicles whose consumption of alcohol caused a 2000 traffic crash, 14.8% were under the age of 21 (in known cases). In other words, a drinking driver under the age of 21 caused a traffic crash in Missouri every 7.4 hours in 2000.

A total of 210 drinking drivers of motorized vehicles were involved in crashes where one or more persons were killed. Of these drivers, 17.6% were under the age of 21 (in known cases). A total of 45 persons were killed in traffic crashes involving these young drivers. *Of those persons killed, 42.2% were the underage drinking driver and 57.8% were some other party in the crash.*

### 2000 MISSOURI TRAFFIC CRASHES DRINKING DRIVERS OF MOTORIZED VEHICLES (by Age)



*UNKNOWN DATA NOT INCLUDED*

## ***Dead Driver Blood Test Results***

It is recognized that current law enforcement reporting practices tend to underreport alcohol and drugs as contributing factors in traffic crashes. In order to acquire a better perspective of the seriousness of this problem, a study was conducted in which blood test results of drivers killed in Missouri traffic crashes were analyzed.

When examining blood test results of drivers killed in 1997 - 1999 Missouri traffic crashes, it was found that 37.1% had been drinking to some degree and 29.8% had a blood alcohol level of 0.10 or above (legal intoxication level).

In Missouri, coroners and medical examiners are required to test for alcohol in the blood if a driver dies within eight hours of a crash. However, for drugs other than alcohol, they only test when they have some suspicion other types of drugs were involved. For those dead drivers tested for other drugs during this time period, 28.5% tested positive for one or more drugs. Of the drugs identified, 32.0% were marijuana, 16.3% were methamphetamine/amphetamine, and 9.1% were cocaine.

### ***Benchmarks***

1. To decrease total alcohol-related crashes by 2.0% annually.

<u>Year</u>	<u>Total</u>	<u>% Change</u>
1995	9310	(base year)
1996	9093	2.3% decrease
1997	8730	3.99% decrease
1998	8608	1.39% decrease
1999	8381	2.64% decrease
2000	8417	0.43% increase (very slight)

2. To maintain alcohol-related crashes caused by drivers under 21 not to exceed the current percentage of total alcohol-related crashes.

<u>Year</u>	<u>% of Total</u>
1995	11.1%
1996	12.5%
1997	12.6%
1998	19.5%
1999	15.7%
2000	17.6%

### ***Performance Measures***

Ongoing analysis of the traffic crash data in Missouri will serve as the means to measure progress toward the Benchmarks. In alcohol-related crashes, specific criteria are considered: age and sex of drivers; time, date & location of occurrences; drivers versus pedestrians. Crash data will be analyzed in those target areas where alcohol countermeasure projects have been established. Where available, arrest and conviction data will be used to evaluate legislation and to determine training and equipment needs for effective enforcement, prosecution, adjudication and treatment of offenders.

## *Strategies*

### *Public Information & Education*

- Educate the public about the dangers of drinking and driving through public awareness campaigns, distribution of education materials, traffic safety workshops, health and safety fair displays, public service announcements, and through our website
- Incorporate drinking/driving educational programs into Missouri's school systems
- Develop statewide designated driver programs which stress alternatives to drinking and driving: CHEERS designed driver program and MDHS public information materials
- Educate alcohol servers in intervention techniques
- Provide financial and administrative support to the Gov.'s Commission on DWI & Impaired Driving
- Incorporate, where possible, recommendations made by the DWI assessment team (1999 project)
- Incorporate, if possible, recommendations made at MDHS-sponsored BAC Symposium in 2001
- Continue support for youth prevention & education programs: Team Spirit Leadership Conference, Team Spirit Reunion, Think First Programs (School Assembly Programs, Elementary School Curriculum, Young Traffic Offenders Program)
- Maintain updated alcohol section on MDHS website; revise & reprint alcohol educational materials as needed; expand partnerships to encourage their use of these materials in their publications
- Incorporate campaigns/materials to reach special target groups (drivers < 21 years, 21-34 year olds, minorities)
- Participate in interagency meetings and committees to order to share ideas, avoid duplication of efforts, and maximize resources

### *Enforcement*

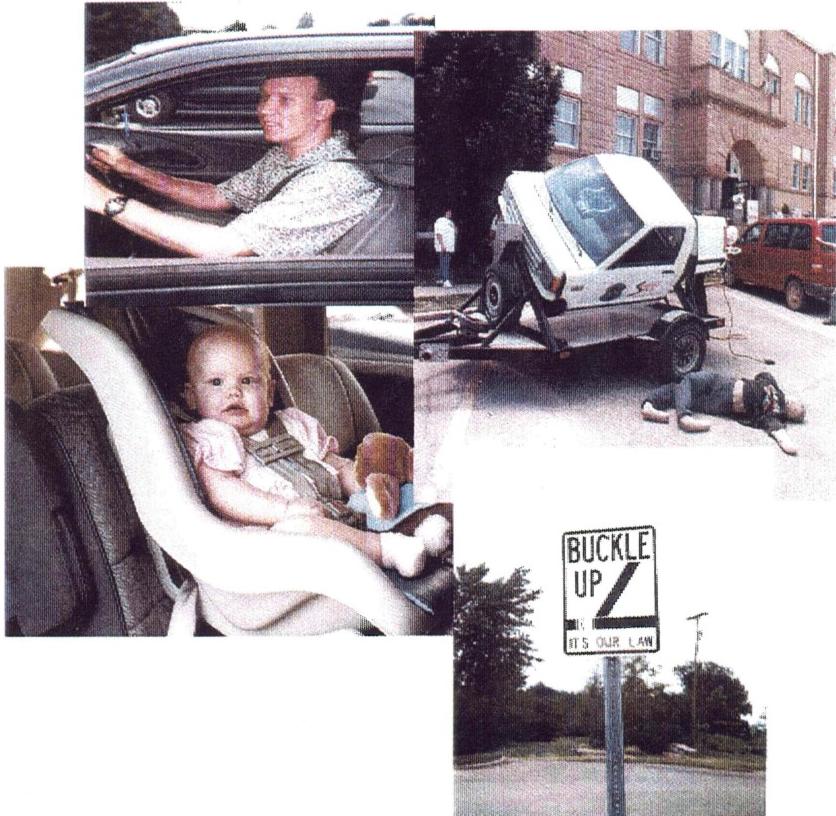
- Provide equipment to enhance enforcement efforts and appropriate training to ensure effective use of this equipment (e.g., breath testing equipment, video cameras, & sobriety checkpoint supplies including signs, cones, flares, lights, generators, vests)
- Provide training on detection and apprehension of impaired drivers including field sobriety testing, courtroom testimony, and DWI crash investigation techniques
- Provide funding for alcohol saturation enforcement teams, sobriety checkpoints, and overtime for Breath Alcohol Testing (BAT) van operations
- Provide funding for projects designed to prevent underage alcohol purchase, apprehend minors attempting to purchase alcohol, and provide a physical enforcement/intervention presence (e.g., Badges in Business, Server Training, Party Patrol, Cops in Shops, selective enforcement, and multi-jurisdiction enforcement teams)
- Incorporate, where possible, recommendations made by the DWI assessment team (1999 project) including evaluation, modification, replacement of existing DWI tracking software programs in order to establish an integrated system linking the local law enforcement MOTIS systems, the Department of Revenue, MoDOT, Highway Patrol, and Office of the State Courts Administrator.
- Incorporate, if possible, recommendations made at the BAC Testing Symposium in 2001
- Increase consistency in enforcement efforts statewide through law enforcement public awareness campaigns & multijurisdiction enforcement efforts

*Prosecution/Adjudication*

- Verify the integrity of breath testing simulator solution so that cases are not compromised in court--Department of Health project
- Repair, calibrate, certify breath test instruments in order to improve reliability of the instruments; also reassign units as needed--CMSU Breath Laboratory
- Train judges and prosecutors on local/national DWI issues--Judicial Conference through Office of the State Courts Administrator; Project through Missouri Office of Prosecutor Services to develop and disseminate a Prosecutors' Guidebook
- Provide equipment & training to enhance ability to track DWI offenders and improve turnaround time on breath test results (breath testing equipment to include gas chromatographs; Ignition Interlock training tapes)

## **SECTION VI**

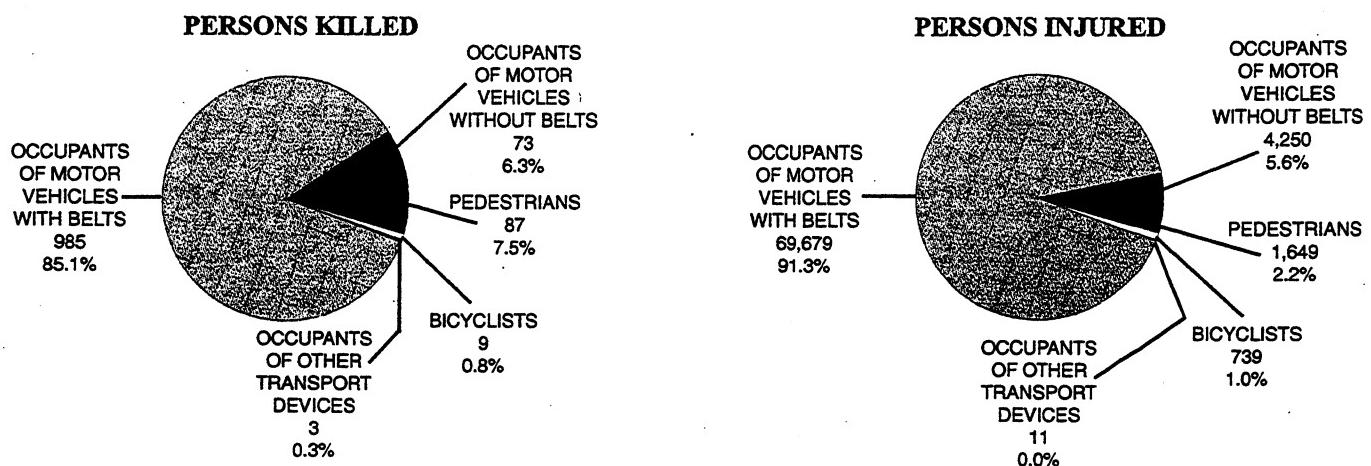
### **OCCUPANT PROTECTION**



## OCCUPANT PROTECTION

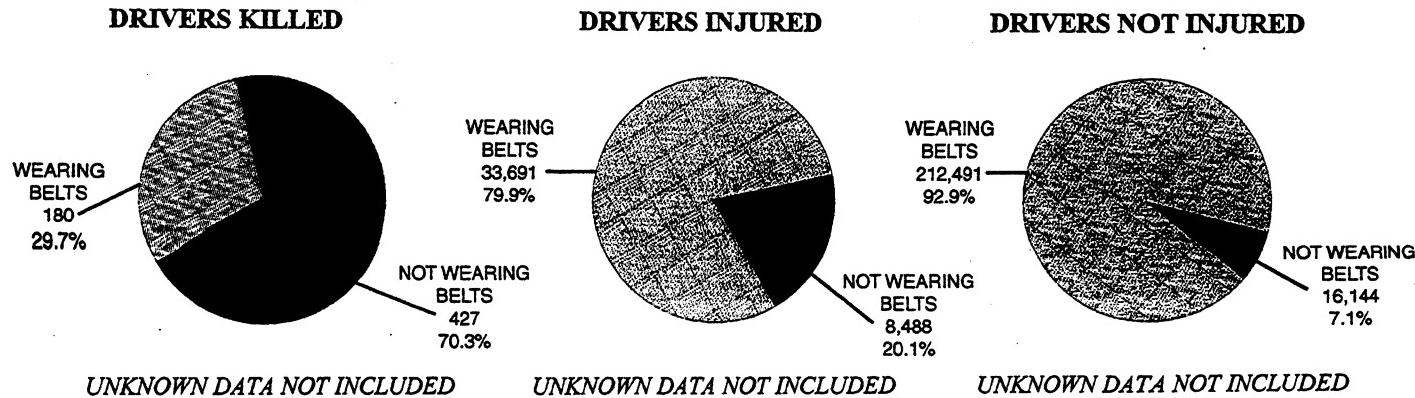
It is well recognized one of the best ways to protect oneself from death and injury when traveling in a motor vehicle is to wear seat belts and, for the very young person, it is to place them in a child safety seat. For a numbers of years, motor vehicle manufacturers have been required to install seat belts in their vehicles. As a result, the majority of motor vehicles on Missouri roadways have these types of safety devices installed. When examining persons killed and injured in Missouri traffic crashes, the vast majority had seat belt devices available for use. In 2000, 1,157 persons were killed in traffic crashes. Of these, 85.1% were occupants of vehicles which, in all probability, had a seat belt available for use. Of the 76,328 persons injured in 2000, 91.3% were driving or riding in vehicles having seat belts.

### 2000 MISSOURI TRAFFIC CRASHES



A substantial number of drivers killed in 2000 Missouri traffic crashes were not wearing seat belts compared to those injured and not injured. Of those dead drivers whose seat belt usage was known, 70.3% were not buckled up. Of those injured, 20.1% were not belted, and of those not injured, only 7.1% were not wearing a seat belt.

### 2000 MISSOURI TRAFFIC CRASHES SEAT BELT USAGE

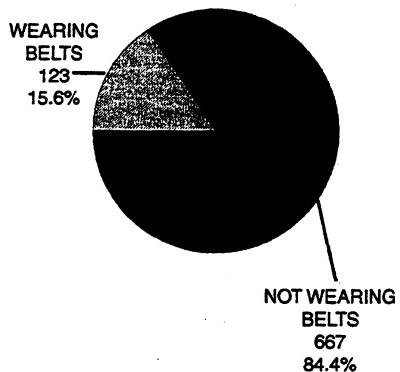


## EJECTIONS

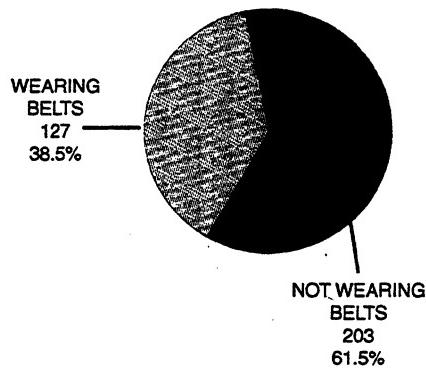
The possibility of death and injury dramatically increases in cases where the person is ejected from the vehicle at the time of the crash. One of the benefits of being belted is it increases the probability of the person staying in the vehicle and being protected by the vehicle passenger compartment. Of those drivers totally ejected from a vehicle in 2000 Missouri traffic crashes, 84.4% were not wearing seat belts in known cases and of those partially ejected, 61.5% were not belted. Of the drivers not ejected from their vehicles, only 9.1% were not wearing their safety restraint device.

### 2000 MISSOURI TRAFFIC CRASHES SEAT BELT USAGE

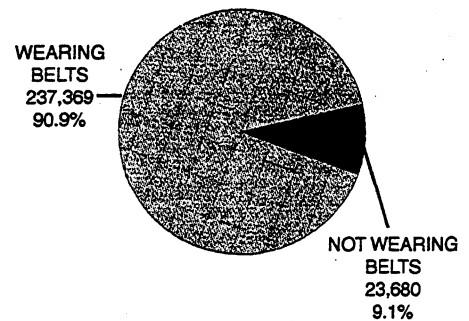
DRIVERS TOTALLY EJECTED



DRIVERS PARTIALLY EJECTED



DRIVERS NOT EJECTED



UNKNOWN DATA NOT INCLUDED

UNKNOWN DATA NOT INCLUDED

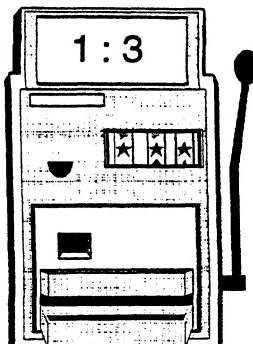
UNKNOWN DATA NOT INCLUDED

## INCREASE YOUR ODDS

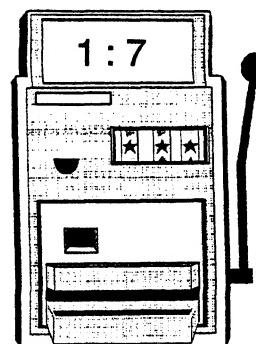
Seat belt usage dramatically reduces a person's chance of being killed and injured in a traffic crash. Of the drivers involved in 2000 Missouri traffic crashes, 1 in 3 were injured if they were not wearing their seat belt. However, if they were wearing a seat belt, their chances of being injured in the crash were 1 in 7. When examining driver deaths, the differences are much more dramatic. A driver involved in a 2000 Missouri traffic crash had a 1 in 59 chance of being killed if they were not wearing a seat belt. In those cases where a driver wore a seat belt, their chance of being killed was 1 in 1,369.

### 2000 MISSOURI TRAFFIC CRASHES CHANCE OF DRIVER BEING INJURED

NOT WEARING SEAT BELT

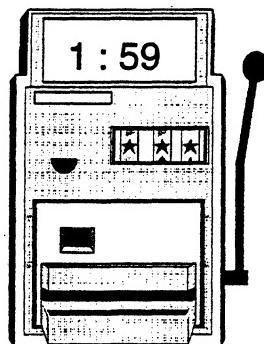


WEARING SEAT BELT

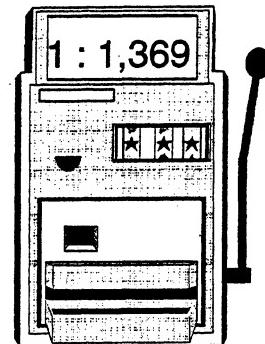


## CHANCE OF DRIVER BEING KILLED

### NOT WEARING SEAT BELTS



### WEARING SEAT BELTS

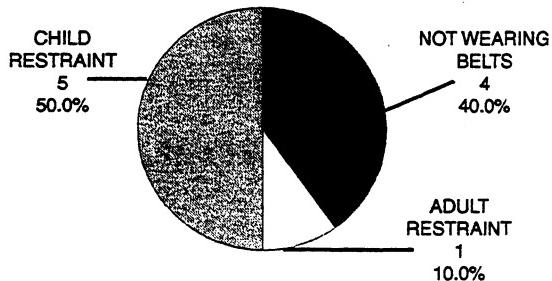


### CHILD SAFETY SEATS

From a public safety policy perspective, Missouri must continue to promote the use of seat belts by motor vehicle occupants. In addition, special attention must be paid to increasing the use of specialized restraint devices when transporting young children. In 2000, 10 children under the age of 4 were killed in a motor vehicle. In known cases, 40.0% were not using any type of restraint device. There were 1,100 children under 4 injured as occupants in motor vehicles in 2000. In known cases, 12.9% were not using any type of restraint device and 21.4% were in an adult seat belt.

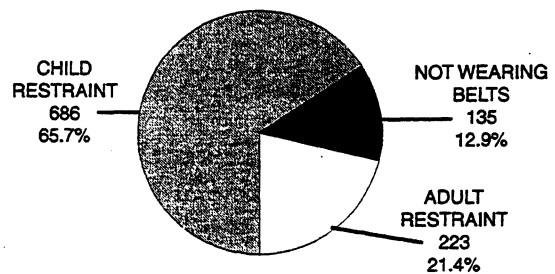
### 2000 MISSOURI TRAFFIC CRASHES RESTRAINT DEVICE USAGE – CHILDREN UNDER AGE 4

#### CHILDREN UNDER AGE 4 – KILLED



UNKNOWN DATA NOT INCLUDED

#### CHILDREN UNDER AGE 4 – INJURED

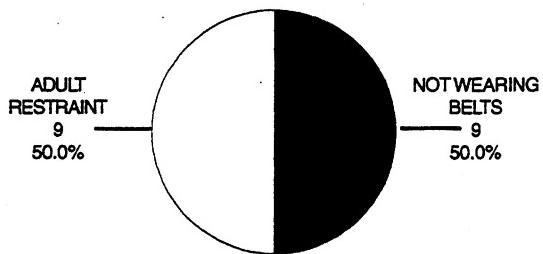


UNKNOWN DATA NOT INCLUDED

While Missouri law requires children under the age of 4 to be in an occupant restraint, children 4 - 8 years of age must be belted in, but are not required to be placed in a child restraint. Studies have shown children in this age group are much safer when protected by a booster seat. In 2000, 21 children 4 - 8 years of age were killed in a motor vehicle. In known cases, 50.0% were not using any type of restraint device. Another 1,865 children within this age group were injured as occupants in motor vehicles in 2000. In known cases, 20.0% were not using any type of restraint device, 5.3% were using a child restraint, and 74.7% were in a seat belt.

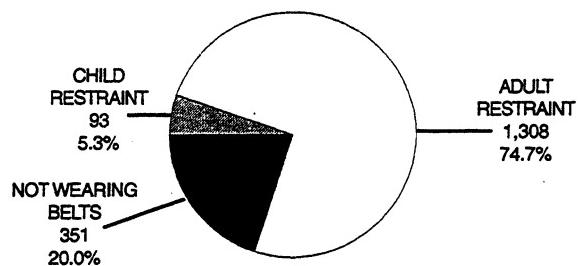
### 2000 MISSOURI TRAFFIC CRASHES RESTRAINT DEVICE USAGE -- CHILDREN 4 - 8 YEARS OF AGE

CHILDREN 4-8 YEARS OF AGE - KILLED



UNKNOWN DATA NOT INCLUDED

CHILDREN 4-8 YEARS OF AGE - INJURED



UNKNOWN DATA NOT INCLUDED

#### *Seat Belt Surveys*

In past years, safety belt surveys were performed in Missouri by the State Highway Patrol (predominately on Interstates and major highways) and also by local law enforcement agencies (predominantly within city limits and often in the more rural, smaller communities). Surveys performed by the Patrol indicated an average usage rate of 62% while surveys from the local communities showed an average usage rate of 52%. Surveys by Missouri's SAFE KIDS Coalitions have indicated that misuse of child safety seats remains a large problem--a staggering 80% of the seats were noted as being improperly used/installed. The National Highway Traffic Safety Administration (NHTSA) developed criteria for probability based seat belt surveys. In 1998, utilizing this criteria, Missouri was able to conduct the first NHTSA-approved statewide observational seat belt use survey.

## **Benchmarks**

1. Conduct observational seat belt survey in September in order to establish statewide usage rate
2. Increase seat belt use rate to 70% (2000=67.72%, 1999=60.8%, 1998=60.4%)
3. Produce materials that educate the public on the importance of: wearing seat belts all the time; using correctly-installed child safety seats; and occupant protection laws
4. Conduct observational child safety seat survey in June in order to establish usage rate
5. Establish a base of certified child safety seat technicians and instructors to show/teach proper installation of child safety seat; going into the 1999 training year, Missouri had 4 Certified Child Passenger Safety (CPS) Instructors and 11 Certified CPS Technicians while currently there are approximately 210 technicians and 23 instructors. We will strive to teach an additional 100 technicians and certify 6 new instructors
6. 100% correct use of child safety seats by parents/caregivers upon exiting checkups/fitting stations
7. Provide child safety seats to low income families on an as-needed basis

## **Performance Measures**

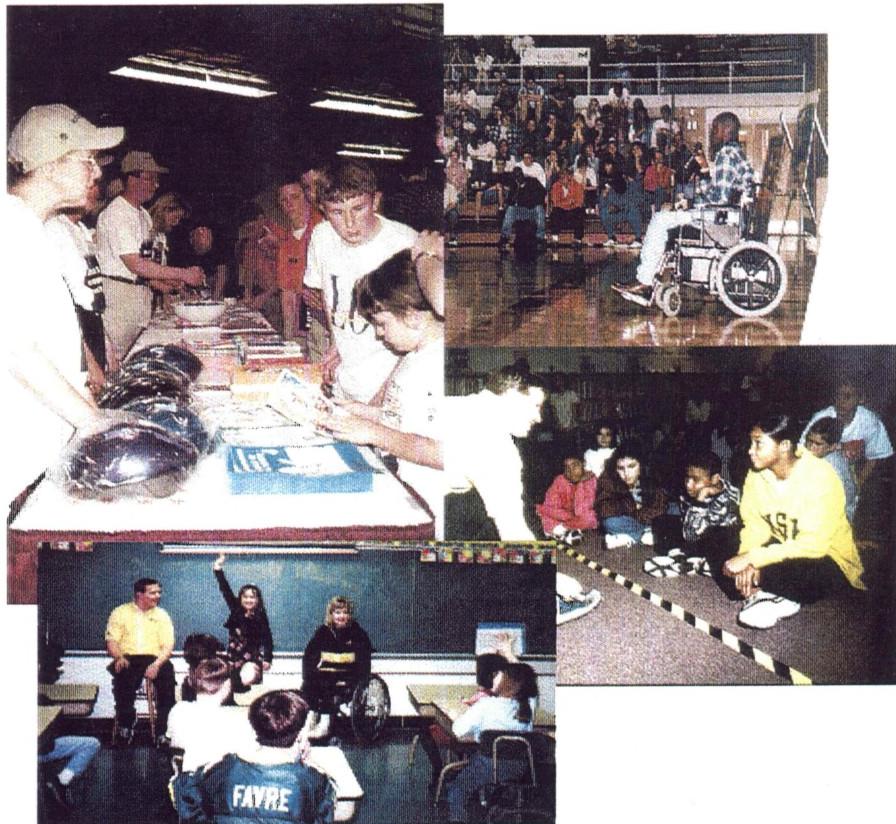
Ongoing analysis of the traffic crash data in Missouri will serve as the means to measure progress toward the Benchmarks. Properly administered and consistent occupant restraint usage surveys will be conducted throughout the state by the Missouri Division of Highway Safety. Usage rates will be monitored to analyze the effectiveness of our enforcement and educational campaigns.

## **Strategies**

- Conduct NHTSA-approved statewide seat belt surveys annually in October:
  - 1 Observational safety belt usage survey data will be collected from locations representative of the top 85 percent of the state's population. The observational data collected will be in compliance with guidelines in accordance with those recommended by the federal Intermodal Surface Transportation Efficiency Act
  - 2 Counties will be divided into two groups--7 urban counties (50,000+ population) and 13 rural counties (<50,000 population)--for a total of 20 counties, as required by NHTSA guidelines. A Missouri Department of Transportation road segments database is used to randomly select the sampling locations for each of the 20 counties.
  - 3 Data collectors (observers) will be used to record usage/non-usage of safety belts by drivers and outboard front seat passengers of: passenger vehicles; vans; sport utility vehicles; and pickup trucks. Observation periods will be 40 minutes and conducted on each day of the week between the hours of 8:00 a.m. and 5:00 p.m.
- Conduct Standardized Child Passenger Safety technical training programs to increase number of certified technicians and instructors
- Conduct seat belt checkpoints, child safety seat checkup events, and educational programs through local law enforcement agencies, Safe Communities, and safety organizations such as SAFE KIDS
- Distribute child safety seats through Missouri State Highway Patrol troops on an as-needed basis to low income families
- Establish child safety seat Fitting Stations in inner-city St. Louis and Kansas City to specifically target minority and low income families
- Conduct observational child safety seat survey annually in June using the same 20 counties that were randomly selected for the statewide safety belt survey
- Conduct 3 Selective Traffic Enforcement Programs (STEP Waves) with state patrol and 35 local law enforcement agencies which will be augmented with collateral public information/awareness efforts such as press releases, observational surveys, and educational programs
- Enhance media efforts through billboard campaigns, radio/tv psa's, print advertisements, development of an educational video presentation, and inclusion of information on websites

## **SECTION VII**

### **Public Information/Education**



## **PUBLIC INFORMATION & EDUCATION**

It is alarming to realize that traffic crashes have become an accepted part of our mobile society--people think they are good drivers, they become complacent, and they don't tend to think a crash will happen to them. The Division needs highly visible traffic safety campaigns, coupled with strong enforcement efforts when possible, in order to heighten awareness and ultimately change attitudes and behaviors. Differing messages must be developed to reach varied target audiences.

### ***Benchmarks***

1. Heighten awareness and positively impact target audiences concerning traffic safety including drinking and driving, aggressive driving, speeding, and obeying traffic laws
2. Heighten awareness regarding the importance of wearing safety belts, utilizing child safety seats, and installing child safety seats correctly
3. Heighten awareness regarding safety issues related to commercial motor vehicles sharing the roads with other traffic (include Commercial Motor Vehicle Safety information in exhibits and presentations where appropriate )

### ***Performance Measures***

Monitor advertising campaigns by following exposure of our messages and size of the audience reached

Track crash statistics relating to target audiences

Monitor seat belt use rate and child safety seat use

Track number of presentations given; number of exhibits & audiences reached; acceptance of and participation in campaigns by the motoring public, partners, and sponsors; public services announcements; amount of traffic safety materials distributed annually

### ***Strategies***

- Publicize the services and resources of the Division to the general public
- Utilize focus groups to provide input on traffic safety issues affecting their target population
- Develop and promote traffic safety campaigns and materials designed to reach target audiences (i.e., minorities, high risk drivers, parents, etc.)
- Develop strategies to work with partners--both traditional and nontraditional--in order to reach wider audiences and maximize resources
- Promote safety awareness campaigns between the Highway Safety and MCSAP programs and assist MCSAP in developing promotional materials and press releases as needed
- Update website to keep information current and easily accessible
- Develop network of partners (businesses, not-for-profit organizations, state and federal agencies) that will assist in securing resources such as donated/paid advertising, creative design, in-kind services, and technical assistance/support services
- Develop and disseminate promotional/educational materials and press releases
- Organize and/or participate in press events including press conferences, media interviews, & campaign kickoffs
- Give presentations and provide training to community groups, schools, and others as requested
- Serve on committees/boards in order to broaden opportunities to promote traffic safety issues

## **SECTION VIII**

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## **HIGH RISK DRIVERS**



## HIGH RISK DRIVERS

We have chosen to address two categories of high risk drivers within this HSP. They are Young Drivers and Motorcyclists. Problems indigenous to these drivers are identified herein.

### ***I. Young Drivers***

Young drivers (under age 21) are overrepresented in traffic crashes (31.6%) in proportion to the number of licensed drivers under 21 (10.4%). This is especially true in relation to fatal crashes--25.8% of those involved young drivers. Three factors work together to make this time so deadly for young drivers:

- Inexperience
- Risk-taking behavior and immaturity
- Greater risk exposure

Inexperience: All young drivers start out with very little knowledge or understanding of the complexities of driving a motor vehicle. Like any other skill, learning to drive well takes a lot of time. Technical ability, good judgment and experience all are needed to properly make the many continuous decisions, small and large, that add up to safe driving.

Risk-taking behavior and immaturity: Adolescent impulsiveness is a natural behavior, but it results in poor driving judgment and participation in high-risk behaviors such as speeding, inattention, drinking and driving, and not using a seat belt. Peer pressure also often encourages risk taking.

Greater risk exposure: Young drivers often drive at night with other friends in the vehicle, factors that increase crash risk.

Young drivers are different from other drivers and their crash experience is different. Compared to other drivers, a higher proportion of teens are responsible for their fatal crashes because of their driving errors:

- A larger percentage of fatal crashes involving young drivers are single-vehicle crashes compared to those involving other drivers. In this type of fatal crash, the vehicle usually leaves the road and overturns or hits a roadside object such as a tree or a pole.
- In general, a smaller percentage of young drivers wear their seat belts compared to other drivers.
- A larger proportion of young driver fatal crashes involve speeding or going too fast for road conditions compared to other drivers.
- More young driver fatal crashes occur when passengers--usually other teenagers--are in the car than do crashes involving other drivers.

### ***II. Motorcyclists***

Motorcyclists, although not involved in a large percentage of crashes, are more often involved in crashes involving death or serious injury. In most instances, those riding on the motorcycle (drivers and passengers) are the people who are killed or injured.

One of the main reasons motorcyclists are killed in crashes is because the motorcycle itself provides virtually no protection in a crash. An automobile has more weight and bulk than a motorcycle. The automobile's door beams and roof provide some measure of protection from impact or rollover, plus it has cushioning and airbags to soften impact and safety belts to hold passengers in their seats. An automobile has more stability because it's on four wheels, and because of its size, it is easier to see. Motorcyclists must learn to safely and skillfully operate a motorcycle with an emphasis on defensive driving--learning to anticipate what might happen. They also need to understand the limitations of their cycle and to learn the skills of operating with a passenger.

### **Benchmarks**

1. To decrease total young driver-related crashes by 2.0% annually. (Note: This is an ambitious benchmark since the percentage of licensed drivers <21 has increased at a greater rate in the past five years than the percentage of <21 drivers involved in all crashes throughout the state).

<u>Year</u>	<u>Licensed drivers &lt;21</u>	<u>% of All Crashes</u>	<u>% of Fatal Crashes</u>
	<u>% of all licensed drivers</u>	<u>Involving &lt;21 drivers</u>	<u>Involving &lt; 21 drivers</u>
1995	7.9%	30.3%	24.0%
1996	8.1%	30.3%	23.2%
1997	9.4%	30.5%	22.4%
1998	10.0%	31.1%	23.0%
1999	10.3%	31.6%	24.5%
2000	10.4%	31.6%	17.6%

2. To decrease alcohol-related crashes caused by drivers under 21 not to exceed the current percentage of total alcohol-related crashes.

<u>Year</u>	<u>% of Total</u>
1995	11.1%
1996	12.5%
1997	12.6%
1998	19.5%
1999	15.7%
2000	17.6%

3. Provide motorcycle rider training to 2,000 riders; reach 12,000 people statewide with materials relevant to motorcycle safety

### **Performance Measures**

Ongoing analysis of the traffic crash data in Missouri will serve as the means to measure progress toward the Benchmarks. We will monitor crashes involving drivers within the age group affected by Missouri's graduated drivers licensing law which became effective January 1, 2001. Increases/decreases in the percentage of licensed high risk drivers will also be monitored. The Division will verify that motorcycle training guidelines are promulgated and kept current in the State Rules and Regulations.

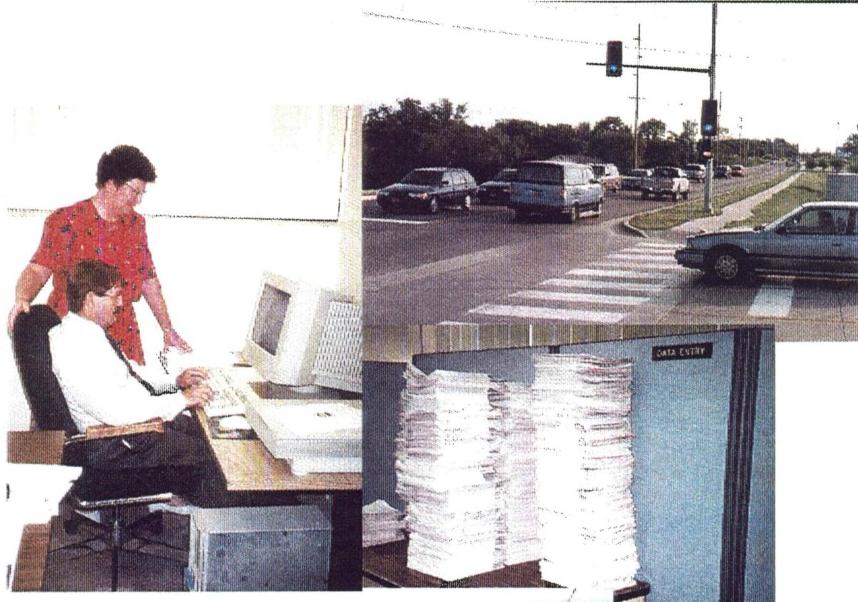
### **Strategies**

- Incorporate educational programs into Missouri's school systems: *Fuel for Your Head* CD Rom; *Every 15 Minutes* alcohol awareness program; DWI docudramas
- Continue statewide distribution of *Safe Driving for Life, A Parent's Guide to Teaching Your Teen to Drive* through Department of Revenue fee & branch offices
- Continue support for youth prevention & education programs: Team Spirit Leadership Conference; Team Spirit Reunion; Think First Programs (School Assemblies; Young Traffic Offenders Program)
- Maintain sections on high risk drivers within the MDHS website; produce, revise, reprint, and distribute educational materials on drivers within these profiles
- Include information on the GDL law in MDHS materials, on the website and within presentations
- Provide funding to support the Motorcycle Rider Education program at the Missouri Safety Center
- Participate in statewide Motorcycle Safety Program Advisory Committee
- Provide funding for projects designed to prevent underage alcohol purchase, apprehend minors attempting to purchase alcohol, and provide a physical enforcement/intervention presence (e.g., Badges in Business, Server Training, Party Patrol, Cops in Shops, selective enforcement, and multi-jurisdiction enforcement teams)

## **SECTION IX**

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## **ENGINEERING SERVICES**



## **ENGINEERING SERVICES & DATA COLLECTION**

Other areas which are vital to an effective and efficient traffic safety program are data collection and engineering services.

### ***STARS Maintenance & Traffic Safety Compendium***

The traffic safety program supports maintenance of the Statewide Traffic Accident Reporting System (STARS) which is the repository for all crash statistics. The Traffic Safety Compendium, the document that supports this data-driven program, is compiled from statistics collected in STARS. Without this vital component, it would be difficult to develop a comprehensive plan based on consistently reported crash data.

### ***Local Community Traffic Assistance***

Small communities often lack the fiscal and personnel resources to support studies to determine whether the community has proper traffic signing and control devices, whether improvements are warranted in order to reduce traffic crashes, and whether bridges are adequate and safe.

- ***Traffic Signing Projects***

Since uniform, consistent traffic signing reduces traffic crashes, the Division participates in a cost-sharing program for materials required to bring local communities into compliance with the national Manual on Uniform Traffic Control Devices. This is accomplished through the implementation of a local Traffic Signing Plan.

- ***Bridge and Traffic Engineering Assistance Programs***

Technical expertise is also provided to cities/counties to conduct bridge and traffic engineering countermeasure analysis (including bridge inspections and traffic control device inventory). In order to provide assistance in these areas, the Division of Highway Safety allocates funding, through the Missouri Department of Transportation, for two consultants to perform this service for the local jurisdictions. These projects are identified as the Bridge Engineering Assistance Program (BEAP) and the Traffic Engineering Assistance Program (TEAP), respectively.

### ***Training***

Support is also given to provide traffic engineering forums and technology transfer to enhance local capability for accident countermeasure developments. This is accomplished through training workshops and conferences funded through MO Department of Transportation.

A 3-day instructional program on traffic practices and crash countermeasure development will be offered to local law enforcement and traffic engineers. It is anticipated 4 of these programs will be offered statewide. Participants will receive training on pinpointing typical traffic problems, roadway and/or signing defects, and identifying solutions for high-crash locations.

### ***Missouri Traffic Information System (MOTIS)***

This computerized system for collection and comprehensive management of traffic data, provides on-line information concerning traffic activities and needs for local law enforcement agencies. MOTIS allows agencies to track crash occurrences, deploy enforcement efforts, design accident countermeasure programs, and develop customized reports.

### ***Benchmarks***

1. Production of the annual Traffic Safety Compendium in a timely fashion for easy use by traffic safety advocates, law enforcement agencies, media, and the general public
2. Provide assistance to approximately 40 local communities for traffic and bridge engineering
3. Provide assistance to small communities to upgrade and/or replace their traffic signs
4. Provide training for engineering professionals at workshops and the Annual Traffic Conference (attendance will be dependent upon conference costs based on location and travel constraints)
5. Rewrite MOTIS software program to be more equivalent to the STARS report form

### ***Performance Measures***

Continue tracking and analyzing the statistics to determine which problem areas have demonstrated an increase or decrease in crash activity. Evaluate crash statistics by geographic location, driver subgroups, and causation factors to determine positive or negative trends.

### ***Strategies***

- Encode all accident reports into the STARS system, ensuring accuracy and efficiency, provide equipment to support STARS maintenance
- Utilize statistics to produce the annual Traffic Safety Compendium to assist the Division of Highway Safety and local communities in developing problem identification
- Provide expertise and funding to assure communities are in compliance with uniform traffic codes and that the bridges within their jurisdictions are upgraded in terms of their safety
- Provide expertise and funding to assure local communities are in compliance with uniform traffic signs requirements
- Provide training to assure state and local engineers are kept abreast of current technology
- Finalize Windows upgrade on MOTIS software; explore strategies for programming improvements which would make MOTIS more compatible with the STARS report form and which would allow for electronic reporting by local agencies
- Implement, where possible, recommendations of the Traffic Records Assessment team which will include establishing linkage capability with the Statewide Traffic Accident Reporting System in order to generate merged records for analytic purposes

## **SECTION X**

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## **FY 2002 PROJECTS & BUDGET**



**MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2002 PROJECTS**

Project #	Grantee	Problem Area and Project Countermeasure	Total Allocation	Funding Source			410
				157	402	402 YA	
		<b>PLANNING AND ADMINISTRATION</b>	\$ 150,000.00	\$ -	\$ 150,000.00	\$ -	\$ -
02-PA-01	MDHS	Coordination (Internal Administration) P&A	\$ 150,000.00		\$ 150,000.00		
		<b>POLICE TRAFFIC SERVICES</b>	\$ 2,823,587.12	\$ 862,630.32	\$ 1,769,625.36	\$ -	\$ 161,331.44
02-PT-02-1	MDHS	Coordination (Program Management) PTS	\$ 115,000.00		\$ 115,000.00		
02-PT-02-12	MDHS	Operation Lifesavers - Economic Development	\$ 10,000.00		\$ 10,000.00		
02-157-02-1	MDHS	In-House Contract Facilitator Training	\$ 20,000.00	\$ 20,000.00			
02-PT-02-14	MDHS	National/Regional Highway Safety Workshops	\$ 90,000.00		\$ 90,000.00		
02-PT-02-15	MDHS	Equipment Upgrade	\$ 20,000.00		\$ 20,000.00		
02-PT-02-7	MDHS	NAGHSR 2002 Conference	\$ 50,000.00		\$ 50,000.00		
02-PT-02-8	MDHS	Bicycle/Pedestrian - Educational Materials, Printing, Helmets, Misc. Expenses	\$ 5,000.00		\$ 5,000.00		
02-PT-02-16	MDHS	REJIS Database & Website Development	\$ 35,000.00		\$ 35,000.00		
02-PT-02-17	MDHS	REJIS	\$ 100,000.00		\$ 100,000.00		
02-PT-02-18	Missouri State Water Patrol	Training for Local Driving Courses \$ 30000	\$ 30,000.00				
02-PT-02-3	Missouri State Highway Patrol	Law Enforcement Training	\$ 165,000.00		\$ 165,000.00		
		Basic Acc. Investigation \$ 18600					
		Advance Acc. Invest. \$ 19530					
		Advance Acc. Reconstruction \$ 11160					
		Accident Reconstruction \$ 15624					
		Accident Reconstruction Retraining \$ 1860					
		BAC Type II \$ 8928					
		BAC Type III \$ 4960					
		Computer Accident Diagramming \$ 37200					
		Commercial Vehicle Accident Invest. \$ 5952					
		DWI Drug & Alcohol Enforcement \$ 6200					
		EVOC Instructor \$ 3534					
		EVOC Training \$ 11780					
		Radar Instructor \$ 3100					
		SFST Instructor \$ 4364					
		Instructor Development Support \$ 10000					
		Educational/Equipment Supplies & Instructional Materials \$ 2208					
02-PT-02-19	Missouri State Highway Patrol	Aircraft Enforcement	\$ 65,000.00		\$ 65,000.00		
		2000 Aircraft Hours \$ 50000					
		Manpower (OT) \$ 15000					
02-PT-02-20	Missouri State Highway Patrol	Skill Enhancement	\$ 21,500.00		\$ 21,500.00		

**MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2002 PROJECTS**

Project #	Grantee	Problem Area and Project Countermeasure	Total Allocation	157	402	Funding Source	410
						402 YA	
		CARE \$ 7500					
		LETSAC \$ 2000					
		IACP/Annual \$ 2500					
		IACP/Highway Safety Meeting \$ 1000					
		MCIU \$ 2500					
		USEOW \$ 6000					
02-PT-02-21	Missouri State Highway Patrol	Public Information and Education	\$ 10,000.00		\$ 10,000.00		
		Stop the Knock Promotional Items \$ 3000					
		Billboards \$ 5000					
		50000 Brochures \$ 2000					
02-157-02-2	Missouri State Highway Patrol	STEP HMV	\$ 59,428.00	\$ 59,428.00			
	Missouri Southern State College Law Enforcement Training Academy	Law Enforcement Training	\$ 24,000.00		\$ 24,000.00		
02-PT-02-6		2 Vehicle Search & Seizure \$ 6000					
		2 High Risk Vehicle Stops \$ 6000					
		2 Beyond the Ticket \$ 6000					
		2 Motor Vehicle Law \$ 6000					
02-PT-02-22	Missouri Western State College Law Enforcement Training Academy	Law Enforcement Training	\$ 2,400.00		\$ 2,400.00		
		40 Officers Hazardous Materials Awareness for Traffic Officers \$ 2400					
02-PT-02-4	CMSU Missouri Safety Center	Traffic Law Enforcement Training Program	\$ 53,700.00		\$ 51,300.00		
02-PT-02-4		1 Crash Investigation I \$ 5600					
02-PT-02-4		1 Crash Investigation II \$ 5600					
02-PT-02-4		1 Crash Investigation III \$ 5600					
02-PT-02-4		1 Crash Investigation IV \$ 5600					
02-PT-02-4		1 Crash Investigation V \$ 5600					
02-PT-02-4		1 Crash Investigation VI \$ 5600					
02-PT-02-4		Reconstruction Prep \$ 3700					
02-PT-02-4		Reconstruction \$ 12000					
02-PT-02-4		Search & Seizure for Traffic Officers \$ 2000					
02-J7-03-1		DWI/Traffic Law update \$1300					\$ 1,300.00
02-J7-03-1		2 Drugs that Impair Driving \$ 1100					\$ 1,100.00
01-PT-02-5	CMSU Missouri Safety Center	Ride Safe Missouri	\$ 25,085.00		\$ 25,085.00		
		Professional Staff at One Third \$ 16835					
		Curriculum & Support Materials \$ 2500					
		Statewide Update Training (instructors) \$ 3000					

**MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2002 PROJECTS**

Project #	Grantee	Problem Area and Project Countermeasure	Total Allocation	Funding Source		
				157	402	402 YA
		Staff Attendance to MSF Training \$ 2000				
		Required Monitoring of Program \$ 500				
		General Operations/Materials \$ 250				
02-PT-02-13	MDHS	Special Traffic Enforcement Statewide (STEP)	\$ 30,000.00		\$ 30,000.00	
02-PT-02-22	MDHS	LETSAC Advisory Council Support	\$ 30,000.00		\$ 30,000.00	
02-PT-02-9	MDHS	Printing, Posting, Photography, Misc. Expenses	\$ 170,000.00		\$ 170,000.00	
02-PT-02-10	MDHS	Public Information and Education	\$ 76,750.00		\$ 76,750.00	
02-PT-02-11	MDHS	Public Relations Firm	\$ 135,000.00		\$ 135,000.00	
		<b>ENFORCEMENT PROJECTS</b>				
02-PT-02-23	Arnold PD	HMV (OT) \$ 3000	\$ 3,000.00		\$ 3,000.00	
02-PT-02-24	Ballwin PD	HMV (OT) \$ 7365	\$ 7,365.00		\$ 7,365.00	
02-PT-02-25	Bellefontaine Neighbors PD	HMV (OT) \$ 6721.92	\$ 6,721.92		\$ 6,721.92	
02-PT-02-26	Belton PD	HMV (OT) \$ 2400	\$ 9,500.00		\$ 9,500.00	
		Occupant Protection (OT) \$ 800				
		Speed (OT) \$ 2400				
		Speed Equipment				
		1 Hand Held Radar \$ 500				
		1 Moving Radar \$ 2000				
		Educational (OT) \$ 400				
		Educational Equipment - Ice Scrapers \$ 1000				
02-PT-02-27	Blue Springs PD	HMV (OT) \$ 3000	\$ 6,000.00		\$ 6,000.00	
		Occupant Protection (OT) \$ 3000				
02-PT-02-28	Boone County SD	HMV (OT) \$ 8532.48	\$ 9,332.48		\$ 9,332.48	
		HMV Equipment - 1 Radar \$ 800				
02-PT-02-29	Brentwood PD	HMV (OT) \$ 7670.4	\$ 8,670.40		\$ 8,670.40	
		Equipment - 1 Radar \$ 1000				
02-PT-02-30	Bridgeton PD	Red Light Running (OT) \$ 3312	\$ 10,280.00		\$ 10,280.00	
		Speed (OT) \$ 2484				
		Speed Equipment - 2 Radars \$ 2000				
		HMV (OT) \$ 2484				
02-PT-02-31	Cass County SD	HMV (OT) \$ 8148.48	\$ 8,148.48		\$ 8,148.48	
02-PT-02-32	Cass County STEP Program	HMV (OT) \$ 16000	\$ 18,000.00		\$ 18,000.00	
		Occupant Protection (OT) \$ 2000				
02-PT-02-33	Chesterfield PD	Workforce Safety - 1 Officer \$ 22965	\$ 27,035.00		\$ 27,035.00	
		Workforce Safety - Travel Training \$ 620				
		Workforce Safety - Incentives \$ 3200				
		Workforce Safety - Videos \$ 100				
		Workforce Safety - Printing & Postage \$ 100				
		Workforce Safety - Office Supplies \$ 50				
02-PT-02-34	Chillicothe PD	HMV (OT) \$ 2000	\$ 2,000.00		\$ 2,000.00	
02-PT-02-35	Claycomo PD	HMV (OT) \$ 2500	\$ 2,500.00		\$ 2,500.00	
02-PT-02-36	Cole County SD	HMV & Speed 1 FTE Officer \$ 27111	\$ 28,081.00		\$ 28,081.00	

**MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2002 PROJECTS**

<b>Project #</b>	<b>Grantee</b>	<b>Problem Area and Project Countermeasure</b>	<b>Total Allocation</b>	<b>Funding Source</b>	
			157	402	402 YA
					410
		1 Radar \$ 970			
02-PT-02-37	Clay County SD	HMV (OT) \$ 4400	\$ 22,136.00	\$ 22,136.00	
		Speed (OT) \$ 4400			
		Red Light Running (OT) \$ 1760			
		Construction Zone Enforcement (OT) \$ 1760			
		Educational (OT) \$ 2816			
		Equipment \$			
		2 Radars \$ 5000			
		Traffic Safety Brochure \$ 2000			
02-PT-02-38	Creve Coeur PD	Work-Zone Enforcement 1 FTE Officer (2 years) \$ 27500	\$ 43,200.00	\$ 43,200.00	
		Work-Zone Enforcement Equipment - 1 Fully Equipped Vehicle \$ 15700			
01-J7-03-2	DeSoto PD	DWI (OT) \$ 3200	\$ 4,200.00		\$ 4,200.00
		DWI Equipment - 1 Video Camera \$ 1000			
02-PT-02-39	Eureka PD	Speed (OT) \$ 8455.68	\$ 12,569.60	\$ 12,569.60	
		Speed Equipment - 1 Speedgun \$ 2000			
		HMV (OT) \$ 2113.92			
02-PT-02-40	Farmington PD	HMV (OT) \$ 15048	\$ 16,098.00	\$ 16,098.00	
		HMV Equipment - 1 Radar \$ 1050			
02-PT-02-41	Ferguson PD	HMV (OT) \$ 6299.52	\$ 6,299.52	\$ 6,299.52	
02-PT-02-42	Festus PD	HMV (OT) \$ 4869.2	\$ 4,869.20	\$ 4,869.20	
02-PT-02-43	Florissant PD	HMV (OT) \$ 6721.92	\$ 16,801.92	\$ 16,801.92	
		Red Light Running (OT) \$ 10080			
02-J7-03-3	Gladstone PD	DWI (OT) \$ 5568	\$ 8,352.00		\$ 5,568.00
02-JPT-02-44	Gladstone PD	HMV (OT) \$ 2784		\$ 2,784.00	
		HMV (OT), Speed (OT), Red Light Running (OT) & Occupant Protection (OT) \$ 3750			
02-PT-02-45	Glendale PD	DWI (OT) \$ 1094.5	\$ 1,498.36		\$ 1,498.36
		Alcohol Compliance Check (OT) \$ 403.86			
02-PT-02-46	Grandview PD	Speed Equipment - 4 Radars \$ 1000	\$ 4,000.00	\$ 4,000.00	
		Speed (OT) \$ 3000			
02-J7-03-5	Greene County SD	DWI (OT) \$ 15000	\$ 15,000.00		\$ 15,000.00
02-157-PT-3	Hannibal PD	HMV (OT) \$ 33600	\$ 33,600.00	\$ 33,600.00	\$ -
02-PT-02-47	Hazelwood PD	HMV (OT) \$ 5000	\$ 5,000.00		\$ 5,000.00
02-157-PT-4	Independence PD	HMV (OT) \$ 40000	\$ 56,000.00	\$ 56,000.00	
		HMV Equipment - 2 Radars \$ 2000			
		Red Light Running (OT) \$ 14000			
02-PT-02-48	Jasper County SD	HMV (OT) \$ 6720	\$ 6,720.00		\$ 6,720.00
02-157-PT-5	Jefferson County SD	HMV (OT) & Speed (OT) \$ 35000	\$ 62,000.00	\$ 62,000.00	
		15 Radars \$ 27000			
02-PT-02-49	Joplin PD	HMV (OT) \$ 18209	\$ 20,580.00		\$ 18,209.00
02-J7-03-6	Joplin PD	DWI (OT) \$ 2371			\$ 2,371.00

**MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2002 PROJECTS**

Project #	Grantee	Problem Area and Project Countermeasure	Total Allocation	Funding Source			
				157	402	402 YA	410
02-157-PT-6	Kansas City PD	HMV (OT) \$ 49536	\$ 229,072.00	\$ 229,072.00			
		Occupant Protection (OT) \$ 25000					
		Speed (OT) \$ 42624					
		Red Light Running (OT) \$ 49536					
		Safety Education (OT) \$ 9360					
		Educational Project - Rollover Demo (OT) \$ 9216					
		Educational Project - Rollover Demo Pamphlets \$ 1200					
		Traffic Crash Investigation Equipment					
		1 Total Measurement Station \$ 11000					
		3 Desktop Computers w/21" Monitors \$ 6000					
		8 35 mm Cameras w/flash attachment \$ 7200					
		8 Lap Top Computers \$ 18400					
02-PT-02-50	Lee's Summit PD	HMV (OT) \$ 10000	\$ 14,385.00		\$ 14,385.00		
		Occupant Protection (OT) \$ 3885					
		Occupant Protection Books & Materials \$ 500					
02-PT-02-51	Lincoln County SD	Speed (OT) \$ 3000	\$ 4,000.00		\$ 4,000.00		
		Speed Equipment - 2 Radars \$ 1000					
02-PT-02-52	Maryland Heights PD	Accident Reduction Zone 2nd Year \$ 38000	\$ 38,000.00		\$ 38,000.00		
02-J7-03-7	Mountain Grove PD	DWI (OT) \$ 2500	\$ 2,500.00				\$ 2,500.00
02-PT-02-53	Neosho PD	HMV (OT) \$ 4576	\$ 5,501.00		\$ 5,501.00		
		HMV Equipment - 1 Radar \$ 925					
02-PT-02-54	Nevada PD	HMV (OT) \$ 5112	\$ 6,577.00		\$ 6,577.00		
		HMV Equipment - 1 Radar \$ 645					
		Educational Project - 2 Crash Kits \$ 820					
02-PT-02-55	Overland PD	HMV (OT) \$ 8000	\$ 14,556.00		\$ 14,556.00		
		Speed Equipment - 1 Radar \$ 1075					
		Red Light Running (OT) \$ 4176					
		Occupant Protection (OT) \$ 1305					
02-PT-02-56	Pacific PD	Speed (OT) \$ 3000	\$ 3,000.00		\$ 3,000.00		
02-PT-02-57	Pevely PD	Speed (OT) \$ 2500	\$ 2,500.00		\$ 2,500.00		
02-PT-02-58	Pine Lawn PD	HMV (OT) \$ 2000	\$ 2,000.00		\$ 2,000.00		
02-PT-02-59	Platte City PD	Speed (OT) \$ 2000	\$ 2,000.00		\$ 2,000.00		
02-PT-02-60	Platte County SD	Traffic Officer \$ 14724	\$ 24,844.00		\$ 24,844.00		
		HMV (OT) \$ 10120					
02-PT-02-61	Pleasant Hill PD	HMV (OT) \$ 9200	\$ 9,752.00		\$ 9,752.00		
		Occupant Protection (OT) \$ 552					
02-PT-02-62	Rock Hill PD	HMV (OT) \$ 4593.6	\$ 4,593.60		\$ 4,593.60		
02-PT-02-63	Sedalia PD	HMV (OT) \$ 6000	\$ 6,000.00		\$ 6,000.00		
02-PT-02-64	Smithville PD	HMV (OT) \$ 2000	\$ 4,000.00		\$ 2,000.00		
02-J7-03-8	Smithville PD	DWI (OT) \$ 2000					\$ 2,000.00
02-PT-02-65	St. Charles County SD	Speed (OT) \$ 5329.92	\$ 5,329.92		\$ 5,329.92		
02-PT-02-66	St. Charles City PD	Speed (OT) \$ 7920	\$ 21,040.00		\$ 21,040.00		

**MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2002 PROJECTS**

Project #	Grantee	Problem Area and Project Countermeasure	Total Allocation	Funding Source		
				157	402	402 YA
		HMV (OT) \$ 11800				
		Red Light Running (OT) \$ 1320				
02-PT-02-67	St. John PD	I170 Partnership (OT) \$ 8000	\$ 13,000.00		\$ 13,000.00	
		Red Light Running (OT) \$ 5000				
02-PT-02-68	St. Joseph PD	HMV (OT) \$ 9573.12	\$ 10,373.12		\$ 10,373.12	
		Educational Materials \$ 800				
02-157-02-6	St. Louis Metro PD	HMV (OT) \$ 80000	\$ 285,794.08	\$ 160,000.00		
		Speed (OT) \$ 80000				
02-J7-03-9	St. Louis Metro PD	DWI (OT) \$ 115296.48				\$ 115,296.48
		Sobriety Checkpoint (OT) \$ 10497.6				\$ 10,497.60
02-157-02-7	St. Louis County PD	Highway Safety Team (OT) \$ 189233.32	\$ 242,530.32	\$ 242,530.32		
		Highway Safety Team Equipment				
		6 Vehicle Equipment \$ 40800				
		6 Radars \$ 6000				
		1 Laser Speed Devise \$ 1997				
		1 Personal Computer \$ 1000				
		1 Laser Printer \$ 500				
		Training \$ 3000				
02-PT-02-69	St. Peters PD	HMV (OT) \$ 15000	\$ 15,000.00		\$ 15,000.00	
02-PT-02-70	Town & Country PD	HMV (OT) \$ 2304	\$ 9,916.00		\$ 9,916.00	
		Speed (OT) \$ 6912				
		Speed Equipment - 2 Radars \$ 700				
02-PT-02-71	UMC Police	HMV (OT) \$ 1960	\$ 1,960.00		\$ 1,960.00	
02-PT-02-72	Union PD	HMV (OT) \$ 8371.2	\$ 8,371.20		\$ 8,371.20	
02-PT-02-73	Washington PD	HMV (OT) \$ 3220	\$ 4,820.00		\$ 4,820.00	
		Educational Project CRASH \$ 1600				
		<b>ALCOHOL</b>	\$ 629,559.81	\$ -	\$ 348,759.81	\$ -
02-AL-03-1	MDHS	Coordination (Program Management) Alcohol	\$ 75,000.00		\$ 75,000.00	
02-AL-03-2	CMSU Missouri Safety Center	Statewide DWI Breath Testing Assistance Program	\$ 280,800.00			\$ 280,800.00
		Breath Lab Administrator Salary & Fringe \$ 53165				
		Breath Lab Technician Salary & Fringe \$ 32217				
		.5 Breath Lab Secretary Salary & Fringe \$ 11025				
		80 Type II Training \$ 6800				
		60 Type III Training \$ 3900				
		45 Type III Regional \$ 4500				
		80 Type II Update \$ 3040				
		Fleet Operation \$ 7800				
		Travel for Lab Staff \$ 7000				
		General Operation \$ 10000				

**MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2002 PROJECTS**

Project #	Grantee	Problem Area and Project Countermeasure	Total Allocation	Funding Source		
				157	402	402 YA
		Parts & Repair Supplies \$ 123484				
		Desktop Computer \$ 0				
		Data Projector \$ 4700				
		8% Indirect Costs \$ 13169				
02-AL-03-3	UMC Project CHEERS	CHEERS Program	\$ 75,553.00		\$ 75,553.00	
		Personnel \$ 24000				
		Benefits \$ 500				
		Travel \$ 3000				
		Printing Services \$ 5000				
		Telephone Services \$ 800				
		Postage \$ 1500				
		Supplies \$ 25000				
		Computer \$ 500				
		Rental \$ 385				
		24.5% Indirect Costs \$ 14868				
02-AL-03-4	UMC THINK FIRST Program	Corporate Community Traffic Safety Program	\$ 112,204.00		\$ 112,204.00	
		Personnel \$33640				
		Travel \$6000				
		Speaker Stipends \$5000				
		Supplies, Printing, Phone \$1500				
		24.5% Indirect Cost \$11304				
02-AL-03-5	Greater Kansas City THINK FIRST					
	Program	YTOP Program	\$ 86,002.81		\$ 86,002.81	
		Coordinator Salary & Benefits \$23703.46				
		Long Distance Phone Calls \$120				
		Medical Supplies \$500				
		Letterhead, Envelopes, Pens and Paper \$2500				
		Brochures \$2500				
		Cellular Phone \$1260				
		Fax Machine & Pager \$572				
		Speakers Luncheons \$1680				
		Speaker Stipends \$7800				
		Speaker Mileage \$1530				
		Coordinator Mileage \$72,45				
		Conference for Coordinator \$1500				

**MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2002 PROJECTS**

Project #	Grantee	Problem Area and Project Countermeasure	Total Allocation	Funding Source		
				157	402	402 YA
		Conference for Speaker \$1500				
		THINK FIRST Program				
		Speaker Stipends \$24700				
		Speaker Mileage \$5500				
		Coordinator Mileage \$1650				
		Speakers Meals at Quarterly Meetings \$300				
		Student Giveaways \$1500				
		Health Fair Materials & Giveaways \$1225				
		Cellular Phone \$189				
		Letterhead & Envelopes \$1250				
		Kids Curriculum \$995				
		Speaker Shirts \$525				
		Coordinator Travel \$1583.40				
		Speakers Travel \$1050				
		Speakers Costs for Drunk Driving Simulation \$182				
		Mileage for Drunk Driving Simulations \$115.50				
		<b>410 ALCOHOL INCENTIVE FUNDS</b>	\$ 739,119.00	\$ -	\$ -	\$ 739,119.00
02-J7-03-10	Missouri Southern State College Law Enforcement Training Academy	Training Courses	\$ 18,000.00			\$ 18,000.00
		2 SFST \$ 6000				
		2 DWI Crash Investigation \$ 6000				
		2 Sobriety Checkpoint \$ 6000				
02-J7-03-11	Missouri Western State College Law Enforcement Training Academy	Training Courses	\$ 18,800.00			\$ 18,800.00
		40 Officers Type III Breath Instrument Training (2 classes) \$ 7000				
		40 Officers SFST \$ 7000				
		40 Officers Vehicle Search & Seizure for Traffic Stops \$ 2400				
		40 Officers Recognizing the Drug Impaired Driver \$ 2400				
02-J7-03-12	Division of Liquor Control	Badges In Business	\$ 205,558.00			\$ 205,558.00
		OT \$ 83700				
		Travel Expenses \$ 6930				
		Server Training				
		OT \$ 24800				
		Travel Expenses \$ 3073				

**MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2002 PROJECTS**

<b>Project #</b>	<b>Grantee</b>	<b>Problem Area and Project Countermeasure</b>	<b>Total Allocation</b>	<b>Funding Source</b>	
			157	402	402 YA
		Party Patrol			
		OT \$ 12400			
		Travel Expenses \$ 1260			
		JETs			
		OT \$ 18600			
		Travel Expenses \$ 1890			
		Public Relations			
		12 Age Verification Devices \$ 3540			
		Community Service - Server Training Materials			
		Newsletter & Postage \$ 4000			
		I.D. Checking Guide \$ 18000			
		ASAP Pamphlets \$ 1200			
		Promotional Items \$ 7520			
		Law Books \$ 7149			
		NLLEA Training			
		6 Airfare Tickets \$ 1689			
		Mileage \$ 567			
		6 Days of Meals \$ 900			
		6 Nights Lodging \$ 3600			
		58 Retroreflective Viewers \$ 1740			
		OJJDP Conference Expenses (4 people) \$ 3000			
02-J7-03-13	Department of Revenue	Law Enforcement Training& Judge Prosecutor Updates	\$ 20,500.00		\$ 20,500.00
		Seminars for Law Enforcement \$ 6500			
		Newsletters and Mailings to the Courts \$ 5000			
		Attorney Training and Travel Costs \$ 9000			
02-J7-03-14	Missouri Office of Prosecution Services	DWI/Vehicular Homicide \$ 20244	\$ 167,698.00		\$ 167,698.00
		Prosecutors Guide to Managing Misdemeanor Cases			
		Personnel & Fringe \$ 77476			
		Overhead of Subcontractor \$ 31858			
		Other Contractual \$ 13600			
		Travel \$ 20640			
		Supplies \$ 180			
		Other \$ 3700			
02-J7-03-15	CMSU Missouri Safety Center	Sobriety Checkpoint Supervisor Program	\$ 28,755.00		\$ 28,755.00
		75 Officers \$ 26625			

**MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2002 PROJECTS**

<b>Project #</b>	<b>Grantee</b>	<b>Problem Area and Project Countermeasure</b>	<b>Total Allocation</b>	<b>Funding Source</b>		
			157	402	402 YA	410
		8% Indirect Cost \$ 2130				
02-J7-03-16	CMSU Missouri Safety Center	SFST Instructor & Basic Program	\$ 21,168.00			\$ 21,168.00
		SFST Instruction Course \$ 4400				
		4 SFST Trainings \$ 15200				
		8% Indirect Cost \$ 1568				
02-J7-03-17	MDHS	Governor's Commission on DWI and Impaired Driving	\$ 10,000.00			\$ 10,000.00
02-J7-03-18	MDHS	Coordination (Program Management) 410 Alcohol	\$ 90,000.00			\$ 90,000.00
02-J7-03-19	MDHS	Ignition Interlock Training Tapes	\$ 14,000.00			\$ 14,000.00
02-J7-03-20	MDHS	Drug Recognition Evaluation Recertification Program	\$ 5,000.00			\$ 5,000.00
02-J7-03-21	MDHS	Annual Courts Conference	\$ 25,000.00			\$ 25,000.00
02-J7-03-22	MDHS	Printing, Posting, Photography, Misc. Expenses (410)	\$ 10,000.00			\$ 10,000.00
02-J7-03-23	Missouri State Highway Patrol	DWI Saturation (OT) Show Me Safe & Sober	\$ 44,640.00			\$ 44,640.00
		Personnel and Meals \$ 44640				
02-J7-03-24	Missouri State Highway Patrol	Head Gs Chromometer \$60,000	\$ 60,000.00			\$ 60,000.00
		<b>YOUTH ALCOHOL EARMARKED FUNDS</b>	\$ 238,553.80	\$ -	\$ -	\$ 238,553.80
01-YA-03-1	Traffic Safety Alliance of the Ozarks Team Spirit	Retreat Mileage \$ 800	\$ 40,000.00			\$ 40,000.00
		Personnel \$ 4950				
		General Operational Costs \$ 2100				
		Staff Inservice Training \$ 1960				
		Conference Expenses \$ 26700				
		Miscellaneous \$ 3490				
02-YA-03-2	Cape Girardeau Team Spirit Team Spirit	Coordination, Adult Staff, Teen Facilitators & Logistics \$ 6500	\$ 38,875.00			\$ 38,875.00
		Staff Leadership Training \$ 400				
		Pre-Conference Staff Meals \$ 500				
		Staff Meals & Supplies \$ 400				
		Travel \$ 1050				
		Presentors \$ 2550				
		Meals & Lodging \$ 21070				
		Meeting Rooms Rental \$ 2750				
		Conference Supplies, Equipment, Printing, & Miscellaneous Expenses \$ 2455				
		Incentives Items \$ 1200				
02-YA-03-3	MDHS	Parents Survival Guide for Young Drivers	\$ 50,000.00			\$ 50,000.00

**MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2002 PROJECTS**

Project #	Grantee	Problem Area and Project Countermeasure	Total Allocation	157	402	Funding Source	410
						\$ 109,678.80	
02-YA-03-4	MDHS	Youth Prevention	\$ 109,678.80				
		<b>OCCUPANT PROTECTION</b>	\$ 329,000.00	\$ 204,000.00	\$ 125,000.00	\$ -	\$ -
02-OP-05-1	MDHS	Coordination (Program Management) Occupant Protection	\$ 40,000.00		\$ 40,000.00		
02-157-05-8	MDHS	Car Seat Training Program	\$ 49,000.00	\$ 49,000.00			
02-OP-05-2	MDHS	Occupant Protection Educational Materials	\$ 85,000.00		\$ 85,000.00		
02-157-05-9	Central County Fire & Rescue	Safety Seat Checkup Event (OT) \$ 3600	\$ 5,000.00	\$ 5,000.00			
		Safety Seat Educational Program (OT) \$ 600					
		Safety Seat Training (OT) \$ 800					
02-157-05-10	MDHS	Advertising	\$ 150,000.00	\$ 150,000.00			
		<b>TRAFFIC RECORDS</b>	\$ 125,000.00	\$ -	\$ 125,000.00	\$ -	\$ -
02-TR-06-1	MDHS	Coordination (Program Management) Traffic Records	\$ 25,000.00		\$ 25,000.00		
02-TR-06-2	REJIS	MOTIS	\$ 100,000.00		\$ 100,000.00		
		<b>SAFE COMMUNITIES</b>	\$ 179,913.85	\$ -	\$ 179,913.85	\$ -	\$ -
02-SA-09-1	MDHS	Coordination (Program Management) Safe Communities	\$ 10,000.00		\$ 10,000.00		
02-SA-09-3	Traffic Safety Alliance of the Ozarks Safe Communities	Director Salary & Benefits \$ 18976.14	\$ 57,523.85		\$ 57,523.85		
		Asst. Director Salary & Benefits \$ 14597.71					
		Program Operations \$ 11450					
		Public Information/Education \$ 12500					
	Springfield PD	HMV (OT) \$ 15000	\$ 30,000.00		\$ 30,000.00		
		Red Light Running (OT) \$ 15000					
02-SA-09-2	Cape Girardeau Safe Communities	Coordinator Salary & Benefits \$ 16000	\$ 66,230.00		\$ 66,230.00		
		Asst. Coordinator Salary & Benefits Part-Time \$ 18500					
		Operating Expenses \$ 1660					
		Office Supplies & Equipment \$ 1200					
		Travel \$ 3000					
		CPS Training \$ 1800					
		Public Information Materials \$ 5000					
		Safety Village \$ 1500					
		Bike Smart \$ 1200					
		CPS Program \$ 2000					
		Safe Kids Program \$ 3400					

**MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2002 PROJECTS**

<b>Project #</b>	<b>Grantee</b>	<b>Problem Area and Project Countermeasure</b>	<b>Total Allocation</b>	<b>Funding Source</b>
		Safety City Program \$ 3550	\$ 157	402
		Think First/Heads Up \$ 3420		402 YA
		ENCARE \$ 2000		410
		Municipal Court Traffic Payment \$ 2000		
	Cape Girardeau PD	Occupant Protection (OT) \$ 5040	\$ 11,140.00	\$ 11,140.00
		Speed (OT) \$ 3500		
		Red Light Running (OT) \$ 1600		
		Equipment		
		Radar Unit \$ 1000		
	Jackson PD	Speed (OT) \$ 1500	\$ 3,000.00	\$ 3,000.00
	Cape Girardeau County SD	Speed (OT) \$ 2020	\$ 2,020.00	\$ 2,020.00
		<b>ENGINEERING SERVICES AND DATA COLLECTION</b>	\$ 366,483.00	\$ 76,343.00
02-RS-11-1	MDHS	Coordination (Program Management) Engineering Services & Data Collection	\$ 5,000.00	\$ 5,000.00
02-RS-11-2	MDHS	Traffic Signing Projects	\$ 20,000.00	\$ 20,000.00
02-RS-11-3	MoDOT	Bridge & Traffic Program (BEAP & TEAP)	\$ 128,000.00	\$ 128,000.00
02-RS-11-4	MoDOT	Training and Conferences	\$ 30,000.00	\$ 30,000.00
02-157-RS-11	MoDOT	Comprehensive Access Management Plan	\$ 76,343.00	\$ 76,343.00
02-RS-11-5	Missouri State Highway Patrol	STARS Maintenance	\$ 89,140.00	\$ 89,140.00
		STARS Training \$ 7500		
		Traffic Records Committee \$ 1000		
		International Forum Traffic Records & Highway Info Systems \$ 1300		
		Misc. Conference \$ 1000		
		Microfilmer Maintenance \$ 6700		
		Microfilm Reader/Printer Maintenance \$ 1200		
		Overtime Projects \$ 25000		
		Postage \$ 7500		
		Coroners Kits \$ 3500		
		Bar Code Labels \$ 1600		
		Image Scanner Lamps \$ 2040		
		Office Supplies \$ 2000		
		Accident Templates \$ 2800		
		Accident Report Forms \$ 2400		
		Preparation Manuals \$ 800		
		Accident Notebooks \$ 22800		

MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2002 PROJECTS

**MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2002 PROJECTS**

Project #	Grantee	FY 2002 154 & 164 TRANSFER FUNDS	Total Allocation				
		Problem Area and Project Countermeasure					
		<b>Transfer Funds</b>	\$ 10,422,414.00				
02-154-AL-8	Arnold PD	Sobriety Checkpoint (OT) \$ 2940	\$ 2,940.00				
02-154-AL-9	Bellefontaine Neighbors PD	Sobriety Checkpoint (OT) \$ 3663	\$ 9,368.46				
		Sobriety Checkpoint Equipment - Tane Flashers \$ 112.5					
		DWI (OT) \$ 5592.96					
02-154-AL-10	Belton PD	Sobriety Checkpoint (OT) \$ 3250	\$ 16,250.00				
		Sobriety Checkpoint Equipment					
		1 Video Camera \$ 5000					
		1PBT \$ 500					
		DWI (OT) \$ 2000					
		DWI Equipment					
		1 Video Camera \$ 5000					
		1 PBT \$ 500					
02-154-AL-11	Blue Springs PD	DWI Equipment - 2 Video Cameras \$ 5000	\$ 8,671.50				
		Sobriety Checkpoint (OT) \$ 3671.5					
02-154-AL-12	Boone County SD	DWI (OT) \$ 2777.5	\$ 7,777.50				
		DWI Equipment - 1 Video Camera \$ 5000					
02-154-AL-13	Bridgeton PD	OJJDP (OT) Saturation Patrol \$ 6624					
		OJJDP Equipment - 2 PBTs \$ 400					
02-154-AL-14	Brookfield PD	Sobriety Checkpoint (OT) \$ 2695	\$ 2,695.00				
02-154-AL-15	Cass County STEP Program	Sobriety Checkpoint (OT) \$ 12000	\$ 12,000.00				
02-154-AL-16	Columbia PD	DWI (OT) \$ 11664	\$ 11,664.00				
02-154-AL-17	Clay County SD	DWI (OT) \$ 4400	\$ 17,568.00				
		DWI Probation & Parole Warrant Sweep (OT) \$ 3168					
		2 In-Car Video Camera \$ 10000					
02-154-AL-18	Creve Coeur PD	Sobriety Checkpoint (OT) \$ 4805	\$ 6,559.00				
		BAT Van Inter-agency Usage \$ 1754					
02-154-AL-19	Festus PD	DWI (OT) \$ 3823.2	\$ 3,823.20				
02-154-AL-20	Florissant PD	Sobriety Checkpoints (OT) \$ 4664.25	\$ 4,664.25				
02-154-AL-21	Grain Valley PD	Sobriety Checkpoint (OT) \$ 1110.9	\$ 1,110.90				
02-154-AL-22	Hazelwood PD	Sobriety Checkpoint (OT) \$ 4494.5	\$ 4,494.50				
02-154-AL-23	Independence PD	DWI (OT) \$ 42000	\$ 93,412.00				
		Youth Alcohol (OT) \$ 16800					
		Sobriety Checkpoint (OT) \$ 8820					
		Sobriety Checkpoint Equipment - 20 Strobe Flashers \$ 250					

**MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2002 PROJECTS**

Project #	Grantee	FY 2002 154 & 164 TRANSFER FUNDS	Total Allocation			
		Problem Area and Project Countermeasure				
		<b>Transfer Funds</b>				
		Equipment - Gas Chromatograph \$ 25542				
02-154-AL-24	Jasper County SD	DWI (OT) \$ 10500	\$ 10,500.00			
02-154-AL-25	Jefferson County SD	DWI (OT) \$ 44160	\$ 47,610.00			
		Sobriety Checkpoint (OT) \$ 3450				
02-154-AL-26	Kansas City PD	DWI (OT) \$ 32940	\$ 95,820.00			
		Sobriety Checkpoint (OT) \$ 62880				
02-154-AL-27	Lee's Summit PD	DWI (OT) \$ 13230	\$ 13,230.00			
02-154-AL-28	O'Fallon PD	Sobriety Checkpoint (OT) \$ 3388.1	\$ 3,388.10			
02-154-AL-29	Overland PD	DWI (OT) \$ 5568	\$ 12,475.50			
		DWI Equipment - 1 Video Camera \$ 1500				
		Sobriety Checkpoint (OT) \$ 5197.5				
		Sobriety Checkpoint Equipment - 1 PBT \$ 210				
02-154-AL-30	Pine Lawn PD	DWI (OT) \$ 1540	\$ 1,540.00			
02-154-AL-31	Platte County SD	DWI (OT) \$ 4416	\$ 4,416.00			
02-154-AL-32	St. Charles County SD	DWI (OT) \$ 10659.84	\$ 13,324.80			
		Bat Van (OT) \$ 2664.96				
02-154-AL-33	St. Charles City PD	DWI (OT) \$ 11880	\$ 16,005.00			
		Sobriety Checkpoint (OT) \$ 4125				
02-154-AL-34	St. John PD	Sobriety Checkpoint (OT) \$ 4950	\$ 4,950.00			
02-154-AL-35	St. Joseph PD	DWI (OT) \$ 10221.3	\$ 13,553.60			
		Sobriety Checkpoint (OT) \$ 3332.3				
02-154-AL-36	St. Peters PD	DWI (OT) \$ 15013.44	\$ 15,013.44			
02-154-AL-37	Town & Country PD	DWI (OT) \$ 3600	\$ 4,600.00			
		DWI Equipment - 2 PBTs \$ 1000				
02-154-AL-38	Washington PD	Sobriety Checkpoint (OT) \$ 2875	\$ 2,875.00			
02-154-AL-39	Springfield PD	DWI (OT) \$ 30000	\$ 45,000.00			
		DWI Equipment - 1 BAC \$ 5000				
		Sobriety Checkpoint (OT) \$ 10000				
02-154-AL-40	Cape Girardeau PD	DWI (OT) \$ 5000	\$ 7,600.00			
		Sobriety Checkpoint (OT) \$ 2100				
		2 PBTs \$ 500				
02-154-AL-41	Jackson PD	DWI (OT) \$ 1500	\$ 1,500.00			
02-154-AL-42	Cape Girardeau County SD	DWI (OT) \$ 4320	\$ 5,316.00			
		Equipment - Alco Sensor III (2 from MDHS, 2 local match) \$ 996				

MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2002 PROJECTS

MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2002 PROJECTS

# NHTSA Region VII



## Missouri 2002 Annual Report

Missouri Division of Highway Safety  
Department of Public Safety  
P.O. Box 104808  
Jefferson City, MO 65110-4808  
(573) 751-4161

## **FOREWORD**

Our mission—to reduce the number and severity of traffic crashes and resulting deaths and injuries—requires the staff of the Missouri Division of Highway Safety to work closely with state and local agencies in an attempt to develop programs which are innovative, cost efficient and, above all, effective in saving lives. This is accomplished through development and administration of the Governor's Highway Safety Program.

In keeping with this administration's philosophy to provide quality customer service, we strive to incorporate involvement from both traditional and non-traditional partners in our safety endeavors. Expanded partnerships enable us to reach a broader base of customers with the life-saving messages of traffic safety.

The accomplishments noted in this report would not have occurred without the dedication and foresight of the staff of the Division of Highway Safety and the support of the Department of Public Safety. In addition, the State Highway Patrol; Statistical Analysis Center of the Patrol; Missouri Safety Center; Safety Councils; Southeast and Southwest Missouri Safe Communities; Missouri Advocates for Traffic Safety; Law Enforcement Traffic Safety Advisory Council (LETSAC); and the Region VII National Highway Traffic Safety Administration (NHTSA) office continually provided assistance and helped expand our creativity and scope.

Comments or questions relevant to this report may be directed in writing to:

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Jefferson City, MO 65110-4808  
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## **EXECUTIVE SUMMARY**

### **GUIDELINES**

The Annual Report for the Missouri Division of Highway Safety covers those activities funded for the period October 1, 2001 through September 30, 2002. The structure of this report attempts to follow the guidelines set forth by the national Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) Order 960-2/7510.3A.

### **PURPOSE**

The National Highway Safety Act of 1966 charges each Governor with the responsibility of establishing a state highway safety program. In the State of Missouri, the program is administered through the Missouri Division of Highway Safety (MDHS), a division of the Department of Public Safety. The mission of the MDHS is to reduce both the number and severity of traffic crashes and the deaths and injuries resulting from these crashes.

### **PROBLEM IDENTIFICATION**

Traffic crashes are, unfortunately, an accepted part of our mobile society. In 2001, there were 188,637 traffic crashes in Missouri resulting in an economic loss to the state in excess of \$3.2 billion. In these crashes, 73,618 persons were injured while another 1,098 lost their lives. Tragically, motor vehicle crashes are the leading cause of death for those aged 5-34.

### **PROBLEM SOLUTION**

An annual Highway Safety Plan (HSP) is developed by the MDHS utilizing statewide traffic crash data. Statistics are maintained by the Highway Patrol in a repository identified as STARS (Statewide Traffic Accident Records Systems). The Patrol's Statistical Analysis Center compiles the data into a comprehensive report known as the Traffic Safety Compendium. The Compendium contains the following statistics that enable MDHS to produce a data-driven HSP:

- Traffic safety problem areas (e.g., alcohol-related, speeding, failure to use seat belts, engineering issues);
- Geographic High Accident Locations (HAL—hot spots for traffic crashes);
- Demographics (age, gender, urban vs. rural, etc.)

### **STRATEGIES**

State and local governmental agencies are solicited to assist in the development of countermeasure projects to address these problems. These projects are then compiled into a comprehensive traffic safety plan for the state. Federal funding to support the HSP is channeled to the state from the Section 402 Highway Safety Program within the U.S. Department of Transportation. In addition to Regular 402 funding, Missouri also received Sections 410, 157 (carryover) and 411 incentive grant funds.

### **SUCCESSES/RESULTS**

Since inception of the highway safety program in 1967, Missouri has witnessed a drop in the vehicle death (fatalities per 100 million vehicle miles traveled) from 6.2 to 1.6 in 2001. In calendar year 2001, Missouri experienced declines in all of the following areas:

<b>Year</b>	<b>Overall crashes</b>	<b>Injuries</b>	<b>Deaths</b>
2000	193,778	78,328	1,157
2001	188,637	73,618	1,098
	<5,141	<4,710	<59

While not solely responsible for this trend, these traffic safety countermeasure projects have made dramatic strides in saving lives.

## BUDGET

The total obligation of federal funding and expenditures by the State of Missouri for FY 2001 was as follows. Detailed project amounts are provided in the Budget Addendum.

Funding Code	Problem Area	Obligated	Expended
402 Regular	All Traffic Safety	3,428,358.60	3,145,328.23
402 YA	Youth Alcohol	388,553.80	342,963.90
410	Alcohol	1,398,415.58	576,436.20
411	Data Improvement	497,896.46	221,900.95
154	Transfer	10,320.00	10,320.00
405	Occupant Protection	143,774.36	119,181.83
157	Incentive	482,404.21	235,459.58
	<b>TOTAL</b>	<b>6,349,723.01</b>	<b>4,651,590.69</b>

## PROGRAM EVALUATION

Two types of evaluation methods are used to determine program effectiveness—administrative and impact. Administrative evaluations measure the operational efficiency of task activities relative to meeting the established goals and objectives of the project. Impact evaluations determine the extent to which the project was able to impact traffic crash involvement.

Included within this Annual Report are traffic safety countermeasure programs that have demonstrated best practices. These programs satisfy most, if not all, of the following criteria:

- They employ crash statistics to identify problem areas;
- They target high risk groups of individuals;
- They utilize knowledge & expertise of the local community to propose workable solutions;
- They apply varied resources from numerous sources;
- They are comprehensive in design; and
- They seek to modify behavior through effective enforcement, education and engineering.

## INTERNAL ACTIVITIES

In addition to administering programs that are funded through state and local government agencies, Division staff members participate in activities to further traffic safety within the state. These include, but aren't limited to:

- Production and distribution of traffic safety materials;
- Legislative tracking and review
- Training presentations (child safety seats; safety belts; law enforcement grant applications; traffic safety programs; legislation; youth issues; etc.);
- Exhibits (safety fairs; conferences; State Fair; employer programs; etc.);
- Press conferences & media events; and
- Federal, state and local committees/boards with like-minded missions.

## GRANT-FUNDED ACTIVITIES

The Division of Highway Safety contracts with State and Local governmental agencies to perform services designed to impact specified problem areas that result in traffic crashes. These problem areas include: Police Traffic Services (hazardous moving violations, training, public information and education); Alcohol; Occupant Protection; Traffic Records; Safe Communities; Engineering Services & Data Collection. Because the Division was in receipt of an additional \$10 million in federal aid highway fund transfer money, more individual contracts were issued in FY '02 than would normally be the case. A total of 290 contracts were issued to grantees; 153 of those were funded with the transfer money. Agencies are required to submit a synopsis of their grant activities for the fiscal year including the results of their efforts. Within this report we have included a sampling of some of the projects we feel were quite successful. A complete file of all annual reports is maintained within the Division of Highway Safety.

**ANNUAL EVALUATION REPORT SUMMARY OF MISSOURI DATA**

	Baseline Data 1994 - 1997				Progress Report Data 1998 - 2001			
	1994	1995	1996	1997	1998	1999	2000	2001
Fatalities	1,089	1,109	1,148	1,192	1,169	1,094	1,157	1,098
Serious Injuries (Defined as: Incapacitating Injury)	10,412	10,592	10,328	10,205	9,538	9,214	9,098	8,618
Fatalities and Serious Injuries Combined	11,501	11,701	11,476	11,397	10,707	10,308	10,255	9,716
Fatality Rate / 100 million VMT	1.9	1.9	1.9	1.9	1.8	1.6	1.7	1.6
Fatality and Serious Injury Rate/ 100 million VMT	20.1	19.8	18.8	18.1	16.6	15.4	15.3	14.4
Fatality Rate / 100K population	20.5	20.6	21.1	21.7	21.2	19.7	20.7	19.5
Fatality and Serious Injury Rate / 100K population	216.0	217.6	211.3	207.9	193.9	185.3	183.3	172.6
Alcohol-Related Fatalities	288	266	286	242	277	217	260	266
Alcohol-Related Fatalities as percentage of All Fatalities (%)	26.45%	23.99%	24.92%	20.31%	23.70%	19.84%	22.48%	24.23%
Alcohol Related Fatality Rate / 100 million VMT	0.5	0.4	0.5	0.4	0.4	0.3	0.4	0.4
Percent of Population Using Safety Belts*	unknown	unknown	unknown	unknown	60.42%	60.82%	67.72%	67.91%
Percent of unbelted drivers and occupants seriously injured or killed in a crash **	21.77%	23.01%	22.65%	22.78%	22.83%	23.27%	24.23%	24.53%
State Population Estimates	5,324,497	5,378,247	5,431,553	5,481,193	5,521,765	5,561,948	5,595,211	5,629,707

\*Seatbelt percentages from Central Missouri State University Seatbelt Usage Surveys.

Seatbelt usage percentages are for drivers and passengers of automobiles, sport utility vehicles, vans, and trucks only to ensure consistency across years

\*\* Data on all passengers of vehicles not injured or whose injury level is unknown in Missouri crashes are not available in the Statewide Traffic Accident Records System (STARS). As a result, only those drivers and passengers who were killed or injured have been included in the calculation of these figures.

Crash data provided by the Statistical Analysis Center, Missouri State Highway Patrol



## POLICE TRAFFIC SERVICES

This program area addressed numerous traffic safety issues with an emphasis on enforcement and public education and awareness. In analyzing Missouri traffic crash data, we identified aggressive driving (including speed and all hazardous moving violations), alcohol impairment, and occupant protection as the most serious areas. The target groups causing the most crashes were shown to be drivers committing hazardous moving violations (especially speeders and drinking drivers) and young drivers under the age of 21. Countermeasure efforts were directed statewide because even though more crashes occurred in the densely populated urban areas, three-fourths of the fatal crashes occurred in rural areas.

### BENCHMARKS

<b>Established</b>	<b>Result</b>
Maintain the state death rate not to exceed previous year's rate	Statewide death rate: 1999 = 1.6; 2000 = 1.7; 2001 = 1.6; 2002 = 1.7. Two agencies, Cass County and Maryland Heights, were able to report significant statistics utilizing a standardized crash rate formula.
Increase the number of hazardous moving violation citations issued at high accident locations, thereby decreasing crashes at those locations	Reductions in crashes and increased citations related to hazardous moving violations were reported and are detailed within the individual project results. (Copies of all agency reports are maintained in-house at MDHS)
Reduce the number of hazardous moving violations crashes	Reductions in crashes related to hazardous moving violations were also reported and are detailed within the individual project results.
Reduce the number of alcohol-involved crashes	Reductions in crashes related to drunk driving were reported and are detailed within the individual project results.
Increase occupant restraint usage through enforcement and education	The state seat belt use rate increased from 60.8% in 1999, to 67.72% in 2000, to 67.91% in 2001, to 69.37% in 2002

### STRATEGIES

<b>Identified</b>	<b>Implemented</b>
Assist law enforcement agencies in problem identification and preparation of projects that most effectively address their traffic safety problems	MDHS utilized the services of the Highway Patrol Statistical Analysis Center to provide statistics used to determine problem identification; MDHS offered technical support to the agencies in countermeasure development
Provide funding for projects which put additional traffic safety officers on the streets to enforce hazardous moving violations (with special emphasis on Selective Traffic Enforcement Projects and Mobilizations)	The enforcement projects provided overtime funding to put additional officers on the streets solely to enforce traffic violations; in some situations, funding was provided to support a full-time traffic officer.
Provide suitable equipment to enforce the traffic safety laws	Radar units, in-car video cameras, breath alcohol testing equipment, and a limited number of traffic vehicles were provided when needed to enhance enforcement efforts. (See also Alcohol area)
Provide training to complement and supplement law enforcement efforts	Training needs were identified and offered by the law enforcement academies throughout the state. In some cases, training was provided by state agencies (i.e., Dept. of Revenue, Office of the State Courts Administrator, and Missouri Office of Prosecution Services) and taken regionally to the participants or offered at the LETSAC annual conference.
Increase partnership activities and cooperation between state and local law enforcement agencies and between engineers and law enforcement agencies.	Partnerships have greatly expanded in terms of state and local law enforcement agencies working together on multi-jurisdiction enforcement efforts and sobriety checkpoints; some law enforcement agencies are working with state and local engineers to determine causes and countermeasures for traffic crashes.

### ENFORCEMENT EFFORTS

The Division recognizes that enforcement efforts, when coupled with education/awareness/media activities, has a much more profound impact. Statewide enforcement mobilizations were held on the following dates: May 11-19; September 14-22. These mobilizations were preceded by a media blitz and followed by a recap of the activities upon completion of the enforcement efforts.

## **TRAINING**

Traffic enforcement is a dynamic field. Terrorism, drug-trafficking, evolving designs of motor vehicles, and increased traffic loads make it necessary to continually train law enforcement officers on investigating crashes, making traffic stops, searching vehicles, changing laws, and technology advances. The Division contracts with state and local law enforcement academies to offer "traffic safety specific" courses that aren't normally offered through the Basic Law Enforcement Academy curriculum. The courses funded through this Division for FY 2002 were:

1. Basic Standard Field Sobriety Testing
2. Standard Field Sobriety Testing Instructor Course
3. Standard Field Sobriety Testing Basic Update
4. Standard Field Sobriety Testing Refresher Course
5. BAC Type II Training
6. BAC Type III Training
7. Recognizing the Drug Impaired Driver
8. D.W.I. Crash Investigation
9. Sobriety Checkpoint Supervisor Training
10. DRE Recertification Training

In addition to the academies, training was offered by the Department of Revenue, Office of the State Courts Administrator, Missouri Office of Prosecution Services, Missouri Division of Highway Safety, and the Law Enforcement Traffic Safety Advisory Council (LETSAC). Some of the training is available to more than just law enforcement agencies. For instance, the Division of Highway Safety hosted the annual conference of the national Governor's Highway Safety Association. That conference provided a forum for national safety leaders and advocates to share successes, concerns, and technology in the field of traffic safety.

## **EFFICIENCY AND PRODUCTIVITY**

There was no doubt that the process for receiving grant applications and awarding grants was time-consuming. Agencies had to submit hard copies of applications that had to be retyped or they submitted on a diskette. Often the diskettes came in corrupted, non-functioning, or with a virus. The volume of paperwork was overwhelming. Documents were handled numerous times by several staff members. Quality control was a slow and cumbersome process. Once the grants were awarded, access was limited to the staff member assigned the contract and the auditor. After studying the situation for improvement, it became obvious that the best method to implement would be a web-based application system that would allow the grantees to review their contracts and would also allow all MDHS staff members to access the system to review all applications and contracts. The Division contracted with the Regional Justice Information System (REJIS) to develop a web-based contract management system. The system was completed in 2002 and available for application submission for 2003 grants.

## PUBLIC INFORMATION & EDUCATION

This program area addresses the broad spectrum of educating the public about traffic-safety related issues. Although included within the Police Traffic Services program area, public information & education components were built into each program area where possible.

Educational pieces and incentives were developed and distributed throughout Missouri by way of conferences, safety fairs, employer programs, schools, churches, health care agencies, law enforcement personnel, state/local government agencies, civic organizations, sporting events, plus the Safe Community and Think First programs.

Materials are updated and reprinted as laws change or more current information becomes available. Some materials are redesigned to provide a more appealing look, or to be reproduced in a more cost-effective manner.

The main campaign slogan for occupant protection became *Click It Don't Risk It*. This campaign carried a double message that could be interpreted as "don't risk getting a ticket" or "don't risk your safety" making it effective from either an enforcement or public awareness perspective. The campaign included any combination of public service announcements, print materials, billboards, and press releases.

The Division incorporated NHTSA's campaigns *Friends Don't Let Friends Drive Drunk and You Drink and Drive You Lose* for the alcohol area. Television and radio spots were produced and aired especially during holidays.

When possible, law enforcement mobilizations complemented public awareness efforts. This combination of awareness/education coupled with enforcement proved to have a much stronger deterrent effect and allowed law enforcement to employ a proactive, rather than reactive, approach.

Because of the availability of incentive funds, MDHS was able to use paid advertising to expand efforts in the public information arena. Specific results are provided in the Paid Advertising Addendums of this document.

### BENCHMARKS

Established	Result
Heighten awareness and positively impact target audiences concerning traffic safety	Over 1 million pieces of educational/awareness materials & incentives were distributed to schools, hospitals, law enforcement agencies, health care offices, civic organizations, clubs, churches, government offices, businesses, military bases, etc.
Heighten awareness regarding the importance of wearing safety belts (increase usage rate)	Safety belt use increased from 67.72% in 2000 to 67.91% in 2001; however, in 2002 the use rate increased to 69.37% due to the increased public awareness efforts combined with enforcement mobilizations

### Strategies

Identified	Implemented
Contract with CMSU, Missouri Safety Center, to perform a statewide survey in September 2002	Conducted statewide observational safety belt use survey in 20 counties representing 80% of the state's population
Establish a contract with a minority marketing firm to develop and promote messages	Contracted with Wyandotte Marketing out of Kansas City, Missouri, to develop campaigns with an emphasis on targeting minority and high risk populations
Develop/promote an alcohol campaign designed to reach targeted populations	Utilized <i>Friends Don't Let Friends Drive Drunk and You Drink and Drive, You Lose</i> NHTSA campaigns (see Addendum on Paid Advertising)
Develop/promote an occupant protection campaign designed to reach targeted populations	Messages developed: 1) General population— <i>Click It. Don't Risk It</i> (see Addendum on Paid Advertising); Minority population— <i>She'd Be Lost without You. Buckle Up</i> ; Male pickup truck drivers: <i>Not Wearing a Seat Belt? Any last words?</i>
Host the annual Governor's Highway Safety Conference	This national conference was held in St. Louis, September 8-11, 2002, with over 400 participants in attendance
Couple law enforcement saturation efforts with media awareness activities	Conducted Statewide Mobilizations
Develop web-based system for online applications, contracts, & reporting. Train applicant agencies to use the system.	The system was operational to receive FY 2003 applications on the MDHS website. Five regional training sessions were held for prospective grantees in April

**PROJECT TITLE:** Law Enforcement Traffic Safety Advisory Council--MDHS  
**PROJECT NUMBER:** 02-PT-02-02

**PROGRAM AREA(S)**

Police Traffic Services

**JURISDICTION SIZE (population)**

Statewide

**TYPE OF JURISDICTION**

Statewide

**TARGETED POPULATION**

Traffic Officers

**PROJECT CHARACTERISTICS**

The Law Enforcement Traffic Safety Advisory Council serves in an advisory capacity to the Missouri Division of Highway Safety providing input and feedback on training needs, enforcement concerns, equipment requirements, and other issues relevant to the enforcement of Missouri's traffic laws.

**PROBLEM IDENTIFICATION**

The Division of Highway Safety is required to develop an annual Highway Safety Plan to address the traffic safety needs and concerns statewide. Without the input of a representation of traffic officers, it is difficult to have a clear understanding of the problems and needs of the officers working traffic and to develop a comprehensive plan of traffic safety countermeasures.

It is challenging for state and local law enforcement officers to keep current on information regarding traffic safety issues, enforcement programs, and current trends. The LETSAC organization serves as a resource to keep timely, quality information flowing to agencies and field officers who are working traffic enforcement.

**GOALS & OBJECTIVES**

Goals:

- | To provide a forum for input and discussion for traffic safety officers representative of the entire State in order to ensure that state priorities are met within the scope of traffic safety
- | To keep timely, quality information flowing to agencies and field officers who work traffic enforcement

**STRATEGIES & ACTIVITIES**

Provide logistic support for the annual conference  
Provide continuing education credits for training activities  
Offer critical services and training programs as requested

**RESULTS**

In addition to hosting the annual conference, LETSAC was responsible for providing the following training throughout the year which offered a total of 18.5 continuing education hours.:

Drug Interdiction: Trained 174 officers  
Click It Don't Risk It: Trained 156 officers  
Cheers/Traffic Jam: Trained 157 officers  
CVE Enforcement: Trained 165 officers  
Grade Crossing and Accident Investigation: Trained 109 officers  
Collision/Investigation Technology: Trained 156 officers  
Total Station Technology: Trained 151 officers  
Police Suicide: Trained 148 officers  
DPS the Future--.08 and Other Legislation: Trained 162 officers  
PBT Update, Check & Certification: Trained 165 officers  
Club Drugs: Trained 171 officers

**MDHS Coordinator Bill Whitfield**  
**1-800-800-2358**  
**Funds Expended: \$29,059.95**

**PROJECT TITLE:** Law Enforcement Training--Missouri State Highway Patrol  
**PROJECT NUMBER:** 02-PT-02-3

**PROGRAM AREA(S)**

Police Traffic Services

**JURISDICTION SIZE (population)**

5,595,211

**TYPE OF JURISDICTION**

Statewide

**TARGETED POPULATION**

Missouri Peace Officers

**PROJECT CHARACTERISTICS**

This project funded traffic safety law enforcement training for Missouri peace officers. The project was broken down into three areas: Tuition Support, Instructor Development Support, and Educational/Equipment Supplies and Instructional Materials. Departments whose officers attended highway safety classes were required to pay the difference between the total cost of the training and the cost coverage provided by the Division of Highway Safety. This amounted to 38 percent of the total cost of the school. The Missouri State Highway Patrol Academy provided continuing education hours as approved through the Peace Officer Standards and Training (POST) Program, by being an approved provider and meeting the requirements.

**PROBLEM IDENTIFICATION**

In order to effectively enforce traffic laws of the state, Missouri's peace officers must have access to state-of-the-art, credible training in specialized courses. When budgets are cut, it is often training that gets cut first. Many departments are better able to train their officers in specialized areas when cost is not prohibitive. By receiving assistance in tuition support, the Academy is able to offer specialized courses at a reduced rate.

In order for the Patrol instructors to be the most competent they can be and stay current in the latest trends in their field, it is essential that they attend training themselves. In order to remain proficient in areas being taught, the Academy requested instructor training in areas affecting highway safety issues. This included seminars and conferences where highway safety issues were taught and discussed.

The educational/equipment supplies and instructional material was used in class projects. These supplies and materials aided the student in applying the techniques during the lecture portion of the courses. In most cases, students were allowed to keep these materials after the class was completed.

**GOALS & OBJECTIVES**

1. To provide quality police training to law enforcement personnel from the State of Missouri in areas directly affecting safety upon the state's highways.
2. To provide quality training to the instructors at the Law Enforcement Academy in order for them to effectively train law enforcement personnel from around the state.
3. To provide students with educational equipment and supplies to assist them in learning the techniques covered in class.

**STRATEGIES & ACTIVITIES**

The following courses were held during the 2001-2002 fiscal year. The course and actual number of students attending each class is listed: Basic Accident Investigation -- 44, Advanced Accident Investigation -- 35, Accident Reconstruction -- 24, Accident Reconstruction Retraining -- 8, Blood Alcohol Content (BAC) Type II -- 27, BAC Type III -- 20, Advanced Accident Reconstruction -- 34, Commercial Vehicle Accident Investigation -- 14, Computer Accident Diagramming -- 171, DWI Drug and Alcohol Enforcement -- 20, Emergency Vehicle Operation -- 20, Emergency Vehicle Operation Instructor -- 7, Radar Instructor -- 15, and Standardized Field Sobriety Testing Instructor -- 14.

**RESULTS**

The Training Division of the Missouri State Highway Patrol had an extremely successful year. The Academy conducted thirteen different traffic-related schools with the assistance of Highway Safety funds. A total of 453 students attended these schools, and POST continuing education hours were awarded in ten of the courses presented. Some of the training classes had fewer enrollments than anticipated and many students did not meet the criteria for grant reimbursement.

**PROJECT TITLE:** Law Enforcement Training--Missouri Southern State College  
**PROJECT NUMBER:** 02-PT-02-6

**PROGRAM AREA(S)**

Police Traffic Services

**JURISDICTION SIZE (population)**

Southwest MO.

**TYPE OF JURISDICTION**

Rural

**TARGETED POPULATION**

Drinking drivers

**PROJECT CHARACTERISTICS**

This project is a continuation of an on-going effort to provide quality and affordable training to law enforcement agencies in Southwest MO. This project has been ongoing since 1993. The project is rated extremely high by officers who attend the classes and the law enforcement administrators who send them.

**PROBLEM IDENTIFICATION**

The project was set up to provide training to Law Enforcement officers in Southwest MO. This training was provided in various locations. The training tried to reach out to the officers instead of the officers having to come to Missouri Southern State College.

**GOALS & OBJECTIVES**

1. Increase the traffic-related training to law enforcement officers in Southwest Missouri.
2. Schedule training and advertise course availability through appropriate networks for eligible law enforcement officers.
3. Handle all paper work associated with providing a high quality POST approved course.
4. Conduct some training classes in remote locations.

**STRATEGIES & ACTIVITIES**

1. Advertise classes in such a manner as to promote maximum attendance.
2. Hold classes in remote outreach locations in order to save departments travel time and expense.

**RESULTS**

1. Classes were held in -Joplin - Harrisonville - Springfield - Rolla - Osage Beach - Branson - West Plains.
2. Law Enforcement officers from over 40 different locations received training.
3. Approximately 183 officers participated in the training.
4. Evaluations filled out by law enforcement officers who attended the training established that the training would be very beneficial to their jobs. These same officers also indicated that the training was very high quality.
5. Informal evaluations from participating law enforcement administrators indicated that the training was of high quality and would be beneficial to those officers who had attended.

MDHS Coordinator Scott Turner

1-800-800-2358

Funds Expended: \$27,000.00

**PROJECT TITLE:** Governor's Highway Safety Association Annual Meeting – MDHS  
**PROJECT NUMBER:** 02-PT-02-7

**PROGRAM AREA(S)**

Police Traffic Services

**JURISDICTION SIZE (population)**

N/A

**TYPE OF JURISDICTION**

State Highway Safety Offices

**TARGETED POPULATION**

Highway Safety professionals

**PROJECT CHARACTERISTICS**

This in-house memo project provides funding to enable the Division of Highway Safety to host the annual conference for the Governor's Highway Safety Association.

**PROBLEM IDENTIFICATION**

To meet the traffic safety needs of citizens across the Nation, the State of Missouri, Division of Highway Safety has the opportunity to assist GHSA in keeping safety advocates apprised of current trends and studies relevant to traffic safety issues and convey this information to safety professionals from across the Nation.

**GOALS & OBJECTIVES**

To host and assist the Governor's Highway Safety Association with their annual conference whereby safety advocates and professionals from across the Nation are trained to the best advantage possible and are able to share their knowledge with a broad expanse of other interested individuals.

**STRATEGIES & ACTIVITIES**

1. Coordinate all logistical planning/activities
2. Provide on-site staff support
3. Provide financial responsibility for printing, postage, and conference supplies.
4. Provide registration and travel for staff or other safety advocates participating in the conference
5. Evaluate effectiveness of participation

**RESULTS**

The 2002 Annual Meeting of the Governors' Highway Safety Association was held in St. Louis on September 8-11. Over 400 transportation and public health officials from across the country attended the conference. The theme "Safe and Secure Roadways: A Vision for the Future" focused on the dramatic changes in traffic safety since 9/11 in addition to upcoming federal legislation to continue highway safety funding and continued efforts to influence "hard-to-reach" drivers. General session topics focused on homeland security efforts and how they have impacted traffic safety priorities, and the reauthorization of the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21). Workshops focused on different highway risk target groups: impaired drivers; distracted drivers; older drivers; and unbuckled drivers. The conference provided a forum for the discussion of important national highway safety policy issues and a platform for nationally recognized highway safety speakers.

**PROJECT TITLE:** MDHS Grants System--Regional Justice Information Systems (REJIS)

**PROJECT NUMBER:** 02-PT-02-17

**PROGRAM AREA(S)**

Select

**JURISDICTION SIZE (population)**

Statewide

**TYPE OF JURISDICTION**

Statewide

**TARGETED POPULATION**

All Grantees

**PROJECT CHARACTERISTICS**

This project was designed to improve the grant application process by allowing agencies to apply online. System also allows the staff to review grants at individual workstations without the need to create hard copy for edit and review.

**PROBLEM IDENTIFICATION**

Each year the division receives and reviews hundreds of applications for funding. Historically these applications are received in hard copy then transferred into two separate database systems. This method takes an inordinate amount of time to complete

**GOALS & OBJECTIVES**

Develop an internet based grant application system allowing potential grantees to submit their applications online. The system will then easily transfer all applications into a single database that can be accessed by all MDHS staff.

**STRATEGIES & ACTIVITIES**

Set meetings with MDHS staff to help design a system that meets the needs of staff and grantees.

**RESULTS**

REJIS has programmed and installed the grants management system onto a new server purchased by the Division of Highway Safety. This was done in four separate install phases with training being provided for all MDHS staff after each install. The staff was able to use the new system for the completion of FY 2003 grants. This system will also allow for development of numerous reports including the Highway Safety Annual Report, inventory reports, training reports, grant search reports, in addition to online registration for workshops, and mail-merge documents. The system should prove its worth in terms of efficiency and effectiveness.

**PROJECT TITLE:** Law Enforcement Training--Missouri Western State College Law Enforcement Training Academy

**PROJECT NUMBER:** 02-PT-02-22

**PROGRAM AREA(S)**

Police Traffic Services

**JURISDICTION SIZE (population)**

Western Missouri

**TYPE OF JURISDICTION**

Rural

**TARGETED POPULATION**

Law Enforcement Officers

**PROJECT CHARACTERISTICS**

There is a high commitment by area law enforcement officials to see that their officers receive needed training to deal with drinking and impaired drivers. The project allows Missouri Western State College Law Enforcement Academy to provide additional training to those smaller agencies that would otherwise not be able to send their officers away for training.

**PROBLEM IDENTIFICATION**

This project was set up to provide training to law enforcement officers in the Northwest Missouri Region. Training was provided at the Missouri Western State College campus which is central to the region. Without this regional training most of these officers would not be able to this valuable training. Limited budgets for travel and overtime would have prohibited their attending.

**GOALS & OBJECTIVES**

1. To increase the traffic enforcement training levels of the law enforcement officers of the Northwestern region of Missouri.
2. To increase the individual officer's skill and knowledge in the most current techniques and guidelines relating to traffic safety.

**STRATEGIES & ACTIVITIES**

1. Set up training in a centrally located, convenient location.
2. Encourage attendance by the maximum number of officers.

**RESULTS**

Officers from more than 50 agencies received training.

A total of 101 officers received training from MDHS grants.

1,232 P.O.S.T. Continuing Education Unit hours of certified training were awarded.

Evaluations completed by students indicated that training was of high quality and beneficial to their jobs.

**PROJECT TITLE:** Cass County STEP Enforcement—MDHS Memo  
**PROJECT NUMBER:** 02-PT-02-32

**PROGRAM AREA(S)**

Police Traffic Services

**JURISDICTION SIZE**

80,000

**TYPE OF JURISDICTION**

Rural

**TARGETED POPULATION**

All Drivers

**PROJECT CHARACTERISTICS**

This project provided funding for local law enforcement agencies within Cass County to perform multi-jurisdictional enforcement efforts in and around high crash locations of the county.

**PROBLEM IDENTIFICATION**

Cass County ranks 15<sup>th</sup> in the state for traffic crashes overall and for fatal and personal injury crashes. It ranks 14<sup>th</sup> for speed-related crashes. The majority of the law enforcement agencies within this rural county operate on limited budgets that restrict the ability for special enforcement efforts. Normal calls for service and other required duties preclude on-duty officers from focusing on high crash locations on a routine basis.

**GOALS & OBJECTIVES**

To reduce the number of fatal and injury crashes through enforcement and educational projects by 3%.

**STRATEGIES & ACTIVITIES**

- Conduct monthly meetings to discuss strategies.
- Conduct multi-jurisdictional enforcement projects once per month.
- Develop and promote occupant protection for young drivers.
- Conduct two child safety seat fairs.

**RESULTS**

This multi-jurisdictional project was created in 1998. The fatality rate that year was 1.8. The fatality rate for 2001 was 1.1. Injury rates have also declined as a result of this project. The injury rate in 1998 was 113.6. Crash statistics for 2001 show an injury rate of 95.2

Officers were also trained as child safety seat technicians during this project year. They are currently working with private companies and other agencies for safety fair locations and donations for supplies.

**MDHS Coordinator: Randy Silvey**

**1-800-800-2358**

**Funds Expended: \$16,372.87**

**PROJECT TITLE:** I-270 Traffic Accident Reduction--Maryland Heights PD  
**PROJECT NUMBER:** 02-PT-02-52

**PROGRAM AREA(S)**

Police Traffic Services

**JURISDICTION SIZE (population)**

26,000

**TYPE OF JURISDICTION**

Urban

**TARGETED POPULATION**

Aggressive drivers on the Interstate system

**PROJECT CHARACTERISTICS**

This 3-year program was developed to provide funding for an I-270 Traffic Crash Reduction vehicle and full time PTS highway enforcement officer. The project paid for 50% of equipment costs and PTS officer salary (100% first year, 70% second year, 50% third year). A high-profile traffic vehicle is uniquely marked like a NASCAR racecar and is equipped with state of the art mobile video and radar interfaced with a dash mounted MDT computer. This vehicle is present on the highway 40 hours a week during the highest accident period. The officer has a radio link to the Metro Traffic News helicopter and provides traffic advisories.

A MoDot study found that 80% of the motorists involved in crashes on I-270 drove the same pattern each day. This project was designed to establish an EXPECTATION of enforcement by the presence of a very uniquely marked enforcement vehicle with the hope that motorists might change their driving behavior accordingly whether or not the vehicle was actually seen.

**PROBLEM IDENTIFICATION**

The section of I-270 between Highway D and I-70 has one of the highest average daily traffic counts in Missouri at 182,000. The accident rate per 100 million miles traveled for interstate highways in the St Louis Metropolitan area is 165. MoDot has established the accident rate for northbound I-270 at 300 and that rate increases to nearly 900 as the I-70 exit ramp is approached.

**GOALS & OBJECTIVES**

1. To create the perception that motorists will have a greater probability of experiencing aggressive driving enforcement on northbound I-270 between Highway D and I-70
2. To reduce the accident rate on I-270 each year of the project with the goal rate as close to the St Louis metropolitan average of 165 accidents per 100 million miles traveled

**STRATEGIES & ACTIVITIES**

The Maryland Heights Police Department established a partnership with MoDot and the Maryland Heights Fire Protection District. MoDot agreed to identify the northbound lanes of I-270 as an "Accident Reduction Zone," incorporating distinct warning signs, lane restrictions and off site sign restrictions. They also agreed to create accident investigation "pull off" asphalt pads to clear the highway of accidents quicker. MoDot will also incorporate the "overhead changeable message boards" and tilt rotating surveillance cameras into the accident reduction zone. The fire district has agreed to enter into mutual training of first responders so accidents can be cleared from the highway quicker and reduce the number of related crashes. The Maryland Heights Police provided an officer to work I-270 exclusively during the highest accident rate times. This was rotated between the hours of 11AM to 7PM and 7AM to 3PM Monday through Friday. On numerous occasions the local TV news reported on the enforcement efforts and even rode with the officer. The reaction from the media and public were very favorable.

Immediately following the September 11, 2002 terrorist attack, all non-military aircraft were grounded. This included local TV, radio and traffic helicopters. The Metro Traffic News reporters used the radio communications with the I-270 Accident Reduction Zone vehicle to obtain current traffic conditions and motorist alerts.

In July of 2002 the Intelligent Traffic Information System, which includes pole mounted video cameras and overhead message boards, became operational. One of these message boards and a camera is located along I-270 in the Reduction Zone and is being used to relay traffic advisories during crash investigations.

**RESULTS**

The accident rate determined by MoDot for northbound I-270 from Dorsett Rd to I-70 was determined to be 300 per 100 million miles traveled at the beginning of this grant. This enforcement project began February 1, 2001. During the first 8 months of the project the rate dropped to 270 per 100 million miles traveled.

The results for Oct 1, 2001 through Sep 30, 2002 reflect a reduction in the rate to 236 per 100 million miles traveled. Using the following formula, the projects success is established:

Number of accidents

(number of miles) X (number of directions) X (Ave Daily Traffic Count) X (Number of Days) X 100,000,000 = Accident Rate

314 (total accidents on N/B I-270)

( 4 ) X ( 1 northbound) X ( 91,005 ) X ( 365 ) X 100,000,000 = Accident Rate

314

132,867,3000 X 100,000,000 = Accident Rate

2.36326 X 100,000,000 = 236 traffic accidents per 100 million miles traveled during the grant period 24/7

An accident rate of 236 reflects a 21 % reduction in the rate when the program began (300). The overall rate must be compared to the metropolitan St Louis Interstate Highway rate of 165 accidents per 100 million miles traveled. This is considered a three-year project and this report reflects the second year of the program. The highly visible police vehicle has become a recognizable and expected feature along Interstate 270. The vehicle and enforcement activities are often mentioned in daily traffic reports on local radio stations and the vehicles unique design was awarded the 2002 National Grand Prize for Police Vehicle design by Law & Order Magazine.

The project has not been completely implemented because of budgetary restrictions within MoDot. Part of the project was the adding of several shoulder extensions or "pull off" pads. These were to be used by emergency responders to removed disabled vehicles from the roadway after crashes. These pads would allow the clearing of traffic lanes quicker and thus reducing secondary crashes.

**MDHS Coordinator Bill Whitfield  
1-800-800-2358  
Funds Expended: \$38,614.80**

# GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 02-PT-02-52

Year: FY 2002

Agency Name: Maryland Heights Police Department

	<b>Entire Department</b>	<b>HMV Enforcement</b>	<b>Occupant Restraint Enforcement</b>	<b>DWI Enforcement</b>	<b>Youth Alcohol Enforcement</b>	<b>Other Project (Please Describe)</b>
DWI Arrests	442	2				
Speeding Violations	5,553	1,589				
HMV Violations	2,307	266				
<b>TOTAL HMV VIOLATIONS</b> <small>(A total of the three above categories)</small>	<b>8,302</b>	<b>1,857</b>				
Seat Belt Violations	492	105				
Child Restraint Violations	17	0				
Number of Traffic Stops	12,571	2,444				
Number of Hours Worked		2,088				

Total number of crashes for grant contract period:

Fatal 2      Injury 258      Property Damage 1,911

Reporting Officer's Name Lt. Rex A. Gooch



## ALCOHOL

This program area addressed issues related to the driver whose ability to safely operate a motor vehicle has been impaired by the use of alcohol or other drugs. Although only 4.7% of all 2001 Missouri traffic crashes were identified as drinking related, there are strong indications that investigating officers under-report drinking involvement as a contributing factor in traffic crashes. The offender's symptoms may be masked (shock, injuries) or the person may be transported for treatment before the officer had a chance to observe or interview them. The other issue is that there may not be enough evidence for the officer to verify that the person's drinking actually contributed to the crash. A study of blood test results from dead drivers (referenced in the Missouri Traffic Safety Compendium, MSHP) actually portrays a much more serious picture. The study of 1995-1997 traffic crashes found that 45.6% of the dead drivers had been drinking to some degree while 37.7% had a blood alcohol level of .10% or more (at or above the legal intoxication level at that time).

### BENCHMARKS

<b>Established</b>	<b>Result</b>
1) To decrease total alcohol-related crashes by 2% annually	1999—8,381; 2000—8,417= .5% increase
2) To decrease alcohol-related crashes caused by drivers under 21 to a maximum 12.5% of total alcohol-related crashes	1999—15.7% of total; 2000—14.8% of total; 2001—15.4% of total

### Strategies—Public Information and Education

<b>Identified</b>	<b>Implemented</b>
Educate the public on the danger of drinking and driving through public awareness campaigns, distribution of education materials, traffic safety workshops, health and safety fair displays, & PSAs	See PIE projects within Police Traffic Services area—Brochures, News releases, 3-D month activities, etc.
Incorporate drinking/driving educational programs into Missouri school systems, corporate settings and court system	MDHS activities; Think First; Young Traffic Offenders Program
Continue Team Spirit Leadership workshops with high schools	2 Team Spirit Conferences & 1 Reunion held
Develop statewide designated driver programs which stress alternatives to drinking and driving	CHEERS designated driver program
Educate alcohol servers in intervention techniques	Liquor Control ASAP Projects
Support the Governor's Commission on DWI & Impaired Driving	Provided financial/tech support
Incorporate recommendations made by DWI assessment team	Initiated 3-year DWI Tracking System project

### Strategies—Enforcement

<b>Identified</b>	<b>Implemented</b>
Provide training on: DWI detection/apprehension; field sobriety testing; courtroom testimony; & DWI crash investigation techniques	Following courses were offered by CMSU, MO Southern, MO Western, & MSHP: SFST—Basic / Instructor / Basic Update / Refresher; BACK Type II & Type III; Recognizing the Drug Impaired Driver; DWI Crash Investigation; DRE Re-certification; Sobriety Checkpoint Supervisor
Provide funding for alcohol saturation enforcement teams and sobriety checkpoints	PTS & alcohol enforcement projects with state and local law enforcement agencies (48 local law enforcement agencies conducted sobriety checkpoints plus the Highway Patrol)
Provide equipment to enhance enforcement efforts and training to ensure effective use of this equipment	PTS & alcohol enforcement projects with state and local law enforcement agencies
Provide funding for projects designed to apprehend minors attempting to purchase alcohol	PTS & alcohol enforcement projects with state and local law enforcement agencies; ASAP activities through Division of Liquor Control
Increase consistency in enforcement efforts statewide through law enforcement mobilizations	Where possible, enforcement agencies worked multi-jurisdiction saturation efforts which were highlighted by media releases
Incorporate recommendations from DWI assessment	LETSAC & state agencies continually reviewed ways to streamline paperwork & increase efficiency (e.g. AIR)
Train law enforcement on local/national DWI issues	DOR & MOPS

### Strategies—Prosecution/Adjudication

<b>Identified</b>	<b>Implemented</b>
Upgrade testing equipment used to analyze breath samples taken from DWI offenders	Breath Alcohol Testing Laboratory @ CMSU; Reassigned BAC Datamasters from MSHP to local law enforcement agencies
Train judiciary on local/national DWI issues	Training conducted by DOR, OSCA & MOPS; Annual Courts Conference

### **TRANSFER FUNDS**

In addition to Regular 402 program expenditures, many activities within the alcohol area were funded through incentive grants (410 and 157), and Sections 154 and 164 transfer funds. The 154 (Open Container) and 164 (Repeat Offenders) funds were transferred from federal aid highway funds to the Section 402 Highway Safety Program. This was part of a federal sanction required by states that did not enact compliant laws. Most of this was money from the first year transfer that was carried forward, which provided this Division in excess of \$10 million to be used for alcohol countermeasure programs. A breakdown of those expenditures is as follows. In reviewing this information, it is important to note that: 1) every local law enforcement agency in Missouri (over 700) was solicited and provided an opportunity to apply for a mini-grant; of those, only 94 applied and 84 mini-grants were awarded; 2) State Technology Projects (\$4,289,502) benefit both state & local law enforcement; and 3) Although 633 In-Car Video Cameras and 14 Datamasters were purchased for the Highway Patrol, their used units were reassigned to local law enforcement agencies.

### **STATE BENEFIT**

#### **Technology Projects**

JAD (Joint Application Development) Sessions—DOR	\$ 350,000.00
DWI Tracking System (3-year project)—DOR	\$ 2,793,502.00
STARS Rewrite—MSHP	\$ 638,000.00
ADORS Rewrite—MSHP	\$ 508,000.00
<b>SUBTOTAL</b>	<b>\$ 4,289,502.00</b>

#### **Equipment**

3 BAC Testing Vans (stationed at troop headquarters in Lee's Summit, Kirkwood & Jefferson City to be used statewide)—MSHP	\$ 450,000.00
365 PBT's—MSHP	\$ 146,000.00
633 In-Car Videos—MSHP	\$ 2,291,460.00
14 Datamasters (existing units @ MSHP were reassigned to local law enforcement agencies to replace their older/obsolete units)—MSHP	\$ 64,999.90
4 Gas Chromatographs—MSHP	\$ 337,000.00
<b>SUBTOTAL</b>	<b>\$ 3,289,459.90</b>

#### **Additional Projects**

MDHS Program Coordination	\$ 40,000.00
CMSU Assessment of Underage Drinking Campaign	\$ 23,220.00
<b>SUBTOTAL</b>	<b>\$ 63,220.00</b>
<b>TOTAL STATE BENEFIT</b>	<b>\$ 7,642,181.90</b>

### **LOCAL BENEFIT**

#### **Law Enforcement & Misc. Projects**

1 Breath Alcohol Testing Unit for Springfield PD (for regional use)	\$ 229,785.00
84 DWI Mini-grants and 52 DWI grants for Saturation Enforcement, Sobriety Checkpoints, Cops in Shops, and/or Equipment	\$ 1,578,762.86
150 BAC Testing Units (120 Datamasters & 30 Intoxilyzers)	\$ 676,500.00
MDHS Sobriety Checkpoint Equipment Purchases	\$ 30,000.00
CMSU SFST Training for local Law Enforcement agencies	\$ 19,000.00
Think First Kansas City	\$ 11,310.00
UMC CHEERS Designated Driver Program	\$ 18,888.00
<b>TOTAL—LOCAL BENEFIT</b>	<b>\$ 2,564,245.86</b>

**STATE BENEFIT:** \$ 7,642,181.90

**LOCAL BENEFIT:** \$ 2,564,245.86

**TOTAL 154 & 164 FUNDS:** \$10,206,427.76

## **YOUTH PROGRAM HIGHLIGHTS**

**CHEERS** – During 2002, on average, 200 patrons per week utilized promotional items in CHEERS establishments statewide. Even with this success, it remains difficult to measure the effectiveness of prevention programs, such as CHEERS. With this in mind, we have begun a full-scale evaluation of the CHEERS program. In March of 2003, the CORE survey of students attending any state university will be expanded to include questions related to designated drivers. In addition, Jefferson City, Missouri has been selected as a site for a comprehensive evaluation. With the help of a local alcohol distributor and the Jefferson City Police Department, all 58 licensed liquor establishments within Jefferson City have recently signed on to the CHEERS program. This evaluation will include surveys of bar owners, alcohol servers, local police, and establishment patrons. We are hopeful that this evaluation will provide a solid baseline to measure the effectiveness of the program and will serve as a model for new CHEERS chapters throughout the state.

**Team Spirit** – Team Spirit continues to be one of our most successful programs. Students, with the assistance of their advisors, address traffic safety concerns within their respective communities. For example, one team (after attending the 2002 Team Spirit Leadership Training Conference) went back to their school and held a seat belt survey. They found that 48% of the students attending their school did NOT buckle their seat belts. This was alarming to these students. So, with the help of the local police department they facilitated four checkpoints to educate the community. In addition, they have held traffic safety presentations and health fairs within the school. This team also educated students at the elementary school, wrote articles for their local newspaper and had a banner hung in the town square. With students like these equipped to work within their communities, we may begin to see a change in attitude and a decrease in alcohol-related fatalities and injuries statewide.

## **PUBLIC AWARENESS ACTIVITIES**

While most of the alcohol campaign activities are noted within the Paid Advertising Addendum, one worth noting here is participation in the annual 3-D Month activities. The Division sends a letter to the mayors of communities asking for their support and offering suggestions as to what they can do to support this effort at the local level.

On December 6, the Division hosted a Safety Fair in Jefferson City for State employees. Informational booths brought attention to exhibitors and their relationship to DWI prevention. Approximately 18 agencies and companies displayed in 2002, including: MADD; MoACT; Missouri Motor Carrier & Railroad Safety; Missouri State Highway Patrol; Missouri State Water Patrol; Missouri Department of Health; Think First; the National Highway Traffic Safety Administration; and the Division of Highway Safety. Donated door prizes provide incentive for employees to participate.

Although this event is festive in nature, a sober reminder of the serious issue of impaired driving is the *Tree of Tragedy* display. This tree is adorned with red and white ornamental bulbs. Each bulb represents a person who has lost their life this year in Missouri due to impaired driving crashes—red bulbs represent adults while white bulbs represent children.

Approximately 560 people passed through the event in 2002. Visitors were treated to cake and soda (donated by Coca-Cola) plus the sounds of holiday music provided by the Missouri Music Makers.

## DWI TRACKING SYSTEM

The DWI Tracking System, a major component of Missouri's use of transfer funds, will ultimately result in the ability to track the full life cycle of a DWI event and identify missing reportable information. The system will provide information on both criminal and administrative sanctions imposed for DWI violations, as well as treatment program participation by offenders. Federal requirements for incentive grant funding specify that DWI incidents must be tracked from arrest through conviction. For each DWI arrest, it should be possible to determine if charges were filed, amended or nolle prossed. When charges are filed, the dispositions should be readily available. Once the full life cycle of DWI events are recorded in the repository, inconsistencies in the process of enforcing DWI statutes can be examined. If the difference between the number of arrests and number of convictions is significant, potential causes can be studied and remedies implemented. The reporting capabilities of the new system will include reporting on aggregated DWI data by specific categories such as geographic locations, demographic groups, and sanctions imposed. Additional reports will be provided that identify non-reporting agencies and information missing within individual DWI incidents. This system, when completed, will provide Missouri with the most comprehensive information on DWI offender records ever available.

## MINI-GRANTS

As stated, although all Missouri law enforcement agencies were invited to apply for a mini-grant, only 94 applied and 84 were ultimately awarded. The mini-grants afforded some of the smaller agencies to participate in saturation enforcement, sobriety checkpoints, and/or equipment purchases. The programs that were the most successful were those where one individual decided to take the lead and make something of note with the grant. Often, these individuals got the community and/or neighboring law enforcement agencies involved in the DWI enforcement and awareness countermeasures. The particular agencies we would like to note are: Willow Springs PD; Woodson Terrace PD; Clark County SD; DeSoto PD; Eureka PD; Crystal City PD; Strafford PD; Willard PD; Greene County SD. Their activity and enforcement reports are included herein.

## SOBRIETY CHECKPOINTS

Sobriety Checkpoints have proven their worth as a deterrent, intervention, apprehension, and public awareness tool in the DWI arsenal. For this reason, a state must have a statewide sobriety checkpoint program in order to qualify for Section 410 Alcohol Incentive grant funds. Utilizing all available funding sources (402, 410, 154, 164), the Division was able to provide funding to support checkpoints through 48 local law enforcement agencies plus the Missouri State Highway Patrol. While these agencies are listed below, it is important to note many agencies that provide the sole funding support for their checkpoints are not included within this list:

1. Arnold Police Department
2. Bellefontaine Neighbors Police Dept.
3. Belton Police Department
4. Blue Springs Police Department
5. Bolivar Police Department
6. Branson West Police Department
7. Brookfield Police Department
8. Butler Police Department
9. Camdenton police Department
10. Cape Girardeau Police Department
11. Carl Junction Police Department
12. Carterville Police Department
13. Cass County STEP Program
14. Clark County Sheriff's Department
15. Claycomo Police Department
16. Creve Coeur Police Department
17. Crocker Police Department
18. Des Peres Police Department
19. Duenweg Police Department
20. Ellington Police Department
21. Eureka Police Department
22. Florissant Police Department
23. Golden City Police Department
24. Grain Valley Police Department
25. Greenwood Police Department
26. Independence Police Department
27. Jefferson County Sheriff's Department
28. Joplin Police Department
29. Kansas City Police Department
30. Lincoln County Sheriff's Department
31. Missouri State Highway patrol
32. Oak Grove Police Department
33. O'Fallon Police Department
34. Olivette Police Department
35. Overland Police Department
36. Pine lawn police Department
37. Springfield Police Department
38. St. Charles City police Department
39. St. John Police Department
40. St. Joseph police Department
41. St. Louis County police Department
42. St. Louis Metro Police Department
43. Ste. Genevieve Police Department
44. Washington Police Department
45. Wayne County Sheriff's Department
46. Wentzville Police Department
47. Willow Springs Police Department
48. Woodson Terrace Police Department

**PROJECT TITLE:** Breath Lab Operations--CMSU  
**PROJECT NUMBER:** 02-AL-03-2

**PROGRAM AREA**

Police Traffic Services

**JURISDICTION SIZE**

Statewide

**TYPE OF JURISDICTION**

Statewide

**TARGETED POPULATION**

Breath Test Instrument Operators

**PROJECT CHARACTERISTICS**

This project funded law enforcement breath alcohol testing courses for local law enforcement agencies through the Missouri Safety Center at CMSU. In addition, the Breath Alcohol laboratory repairs and troubleshoots instruments for local law enforcement and rebuilds DataMasters from the Highway Patrol for reassignment to local law enforcement agencies.

**PROBLEM IDENTIFICATION**

This program specifically addresses the needs of the state in the area pf breath alcohol testing. These specific needs are:

- 1) Upgrade the training field officers so that they are certified to operate newer technology breath instruments;
- 2) Provide a central location within the state where breath instruments are maintained and repairs are made for local law enforcement agencies; and
- 3) Upgrade technology used at all levels of enforcement in the state.

**GOALS & OBJECTIVES**

The goals of this program are to provide Type II Supervisor training for up to 80 new officers, Type II Update training for up to 80 new supervisors, Type III Certification training for up to 60 officers, and Type III Certification training regionally for up to 45 officers statewide. The goal is to also provide repairs for local and state owned breath instruments, and to up-grade and replace instruments as trade-in newer equipment becomes available. The objectives of this plan are to conduct up to 10 supervisor classes, 10 up-date courses for Type IIs, 7 Type III certification classes, and up to 4 Type III update courses. In addition to this the objectives are to mainatin a list of agencies who need replacement breath instruments.

**STRATEGIES & ACTIVITIES**

The Breath Lab Operations program offers a variety of courses in which to achieve these objectives which include: Type II Supervisor Course, Type II Update Courses for the DataMaster, Intoxilyzer 5000, BAC Verifier, and Alco Sensor IV RBT, Type II Operator Courses, and Type III Update courses for the DataMaster, Intoxilyzer 5000, and the BAC Verifier. In addition to these courses this program rebuilds DataMaster instruments and assigns them to specific departments in need.

**RESULTS**

Type II Supervisor Course: 6 classes conducted for a total training of 59 officers  
Type II Update-DataMaster: 18 classes conducted for a total training of 109 officers  
Type II Update-Intoxilyzer 5000: 4 classes conducted for a total training of 15 officers  
Type II Update-Verifier: 4 classes conducted for a total training of 12 officers  
Type II Update-Alco Sensor IV RBT: 2 classes conducted for a total training of 6 officers  
Type III Operator: 10 classes conducted for a total training of 125 officers  
Type III Update-DataMaster: 10 classes conducted for a total training of 113 officers  
Type III Update-Intoxilyzer 5000: 6 classes conducted for a total training of 16 officers  
Type III Update-Verifier: 5 classes conducted for a total training of 11 officers

50 rebuilt DataMasters were placed in the field

49 Verifiers were traded in

MDHS Coordinator Mike Breckle

1-800-800-2358

Funds Expended: \$279,639.65

**PROJECT TITLE:** Project C.H.E.E.R.S. to the Designated Driver--UMC  
**PROJECT NUMBER:** 02-AL-03-03

**PROGRAM AREA**

Alcohol

**JURISDICTION SIZE**

5.5 million

**TYPE OF JURISDICTION**

Statewide

**TARGETED POPULATION**

College Students; Drinking Drivers

**PROJECT CHARACTERISTICS**

Project C.H.E.E.R.S. (Creatively Helping to Establish an Educated and Responsible Society) to the Designated Driver provides establishments across the state with promotional items to display within the establishment and use for the promotion of Project C.H.E.E.R.S. Project C.H.E.E.R.S. operates from the University of Missouri-Columbia (MU). The establishments receive publicity as a Project C.H.E.E.R.S. establishment through advertisements. In return, the establishments provide a free non-alcoholic drink to the designated driver in a group of two or more when one other is drinking an alcoholic drink. On the MU campus, students are also provided the promotional items at alcohol awareness activities. Other campuses in Missouri also promote alcohol awareness and inform their students of the importance of using a designated driver. There are also community programs that endorse the Project C.H.E.E.R.S. program by encouraging the use of a designated driver. On each of the campuses that support Project C.H.E.E.R.S., the main way to get the message across to the college students is by providing alcohol awareness activities. These activities focus on using a designated driver, the importance of drinking in moderation, safety when out at the establishments, and the choices that can be made concerning drinking alcohol.

**PROBLEM IDENTIFICATION**

The primary cause of death among people at the college age is traffic crashes. By making college students aware that there are choices concerning drinking and using a designated driver, the use of a designated driver should increase in the student population. Of all Missouri 2000 traffic crashes 4.6% were drinking related and 31.6% traffic crashes involved one or more drivers under the age of 21. Of all fatal crashes, 22.9% were drinking related and 25.8% of fatal crashes included a young driver (Missouri Traffic Safety Compendium 2000). From 1999-2000 there was an increase in the percentage of fatalities by drinking drivers from 20.9% (1999) to 22.9% (2000). In March 2001, the CORE study (N=1200) found that 78% of MU college students use a designated driver but 43.9% reported driving under the influence.

**GOALS & OBJECTIVES**

The goal is to decrease the number of alcohol-related traffic crashes in the communities with colleges by:

1. Increasing the number of active Project CHEERS Chapters 20% by August 2002.
2. Increasing the awareness of Project CHEERS 30% by August 2002.
3. Increasing the number of businesses that are a part of Project CHEERS 20% by August, 2002.
4. Increasing the research and program consulting services to the Project CHEERS chapters 20% by August 2002.
5. Increasing the number of students using or being a designated driver 10% by August 2002.

**STRATEGIES & ACTIVITIES**

The purpose of Project C.H.E.E.R.S. is to implement and coordinate designated driver programs throughout Missouri. The chapters around the state serve as distribution points and use the slogan; "Working together to save lives."

The Coordinator of Project C.H.E.E.R.S. administers and monitors the activities related to Project C.H.E.E.R.S. across the state. The coordinator is assisted by a graphic designer, an evaluation coordinator and a communications coordinator to assist with the necessary designs and evaluations to have a successful program. Some activities that have been implemented are as follows:

- 1) Distributed promotional items and information brochures to the students
- 2) Contacted establishments to assure the program is implemented properly
- 3) Communicated with other chapters around the state about the progress and events planned on their respective campuses
- 4) Increased number of establishments associated with Project C.H.E.E.R.S.
- 5) Developed media tools to communicate the purpose and idea of Project C.H.E.E.R.S. to college students and community members

**RESULTS**

Establishments have relied heavily on the promotional items that are provided. In Missouri, on average, 200 patrons per week use the promotional items in the establishments. Promotional items include cups, t-shirts, pens, notepads, post-its, coasters, brochures, key chains and establishment posters.

Other ways of assessing results are:

- 1) The number of active CHEERS chapters has increased but not by 20%. Possibilities for future chapters are in the process of evaluation.
- 2) Awareness across the state has increased with the maintenance of the program in private colleges and universities in Missouri. Further measures are in place to assess through the CORE survey which will be implemented in March 2003.
- 3) The number of Project C.H.E.E.R.S. establishments has increased 20%. The most significant increase was in the Jefferson City/Lincoln University area. The campus collaborated with the local police and distributor to maintain the program. By February 2002, Jefferson City had all 52 establishments as CHEERS chapters.
- 4) Research has expanded to include gauging the impressions of fines for DWI offenders and the attitudes of DWI offenders towards the laws.
- 5) 78% of college students use a designated driver on the MU campus there is no previous statistic to compare this to, but it is promoted and used as an educational tool to increase awareness

**Active chapters:**

In the process of re-establishing a chapter on the campus or within the community

Westminster University, Fulton  
Central Missouri State University, Warrensburg  
Missouri Western University, St. Joseph  
University of Missouri-Kansas City  
University of Missouri- St. Louis

Continued activity with an increase in recruiting establishments

Lincoln University, Jefferson City  
Southwest Missouri State University, Springfield  
Truman State University, Kirksville  
Missouri Southern University, Joplin  
University of Missouri-Columbia  
University of Missouri-Rolla

Continued activity without an increase in recruiting establishments

Columbia College  
Northwest Missouri State University, Maryville  
Southeast Missouri State University, Cape Girardeau  
Washington University, St. Louis  
Maryville University, St. Louis  
Webster University, St. Louis

Activities where Project C.H.E.E.R.S. was promoted through promotional supplies and information:

- Alcohol Responsibility Month/Week on twelve college/university campuses
- Partners In Prevention
- TIPS Training
- BACCHUS/GAMMA Regional Conferences
- Community and campus fairs
- Social Events
- Residential Hall information meetings
- Prevention meetings
- Alcohol Referral Workshops
- Outreach Programs
- Non-alcoholic events on all twelve public college/university campuses

MDHS Coordinator  
Tempe Humphrey  
1-800-800-2358

Funds Expended: \$30,805.84

**PROJECT TITLE:** Think First Missouri--University of Missouri-Columbia  
**PROJECT NUMBER:** 02-AL-03-4

**PROGRAM AREA**

Youth Alcohol

**JURISDICTION SIZE**

5,595,211

**TYPE OF JURISDICTION**

Statewide

**TARGETED POPULATION**Elementary, Middle & High School Students,  
Adult and Young Drivers**PROJECT CHARACTERISTICS**

The programs of Think First Missouri are designed to reduce the number and severity of traffic crash-related injuries, especially among young drivers, by increasing knowledge and awareness of traumatic brain and spinal cord injuries and providing ways to prevent these injuries from happening. Funding was provided to Think First Missouri to plan and implement fifty (50) Think First For Teens school assembly presentations, thirty-six (36) Think First Corporate/Community Traffic Safety presentations, and distribute twenty (20) Think First For Kids Curriculum kits to elementary schools throughout Missouri.

**PROBLEM IDENTIFICATION**

Motor vehicle crashes have been a major public health problem in the United States for decades. Every year, motor vehicle crashes account for approximately 40,000 fatalities and over 3,000,000 injuries nationwide (National Highway Traffic Safety Administration [NHTSA], 2000 Fact Book). In 1999, NHTSA estimated motor vehicle crashes cost society over \$150 billion per year and \$4,800 per second (NHTSA, Traffic Safety Facts 1999). Motor vehicle crashes are a major threat to adolescent health and well-being. Over 40% of all deaths among 16 to 19 year-olds in the United States are a result of motor vehicle crashes. In the State of Missouri, during the year of 2000, there were 1,157 persons killed and 78,328 injured in traffic crashes. Of all 2000 Missouri traffic crashes, 31.6% involved one or more drivers under the age of 21. Of all fatal traffic crashes, 25.8% involved a young driver. Young drivers account for only 10.4% of all licensed drivers in the State of Missouri and continue to be significantly over represented in their involvement in Missouri traffic crashes. Behaviors most frequently associated with injury and death in motor vehicle crashes are non-use of safety belts, speeding and driving under the influence of alcohol or other drugs.

**GOALS & OBJECTIVES**

To increase the knowledge, awareness and perception of risk for traffic injury by:

- Conducting 50 Think First For Teens school assembly presentations by September 30, 2002;
- Conducting 36 Think First Corporate/Community Traffic Safety presentations by September 30, 2002;
- Distributing 20 Think First For Kids Curriculum kits to Missouri elementary schools by September 30, 2002.

**STRATEGIES & ACTIVITIES**

Penny Lorenz-Bailey, Think First Assistant Director, is responsible for planning and implementing the Think First For Teens and Corporate/Community Traffic Safety programs outlined in this project. Michelle Gibler, Think First Director, was responsible for promoting and distributing Think First For Kids Curriculum kits, promoting Think First Missouri statewide, coordinating the statewide network of Think First Chapters, training Think First Chapters nationwide, and serving as the local, state and national SAFE KIDS liaison for Think First Missouri and Think First National Injury Prevention Foundation. Jennifer Blair, Think First Administrative Assistant, provided comprehensive administrative and technical support for all the programs of Think First.

**RESULTS**

Think First Missouri successfully conducted 77 Think First For Teens assembly presentations in 57 schools, 48 Corporate/Community Traffic Safety presentations, and distributed over 20 Think First For Kids Curriculum kits. Think First Missouri also helped coordinate the highly successful Columbia SAFE KIDS Kids Safety Fest, provided training and consultation to state and national Think First Chapters, supported various legislative initiatives, participated in a National SAFE KIDS Campaign research project, conducted 12 Young Traffic Offenders Programs at the University Hospital & Clinics, and received the "State Chapter of the Year" award from the Think First National Injury Prevention Foundation.

**MDHS Coordinator**  
**Tempe Humphrey**  
**1-800-800-2358**

**Funds Expended: \$93,949.37**

**PROJECT TITLE:** Think First/Young Traffic Offender Program--Research Medical Center, Kansas City

**PROJECT NUMBER:** 02-AL-03-05

**PROGRAM AREA**

Youth Alcohol

**JURISDICTION SIZE**

988,000--Jackson, Nodaway, Andrew, Ray Carroll, Platte, Clay, Cass, &amp; Platte Counties

**TYPE OF JURISDICTION**

Urban

**TARGETED POPULATION**

Elementary/Secondary Students; Young Traffic Offenders aged 16-24

**PROJECT CHARACTERISTICS**

The programs of Think First are designed to reduce the number and severity of traffic crash-related injuries, especially among young drivers, by increasing knowledge and awareness of traumatic brain and spinal cord injuries and providing ways to prevent these injuries from happening. Think First was developed to reach elementary/secondary school students with the intention of increasing knowledge about permanent injuries.

**Think First School Assembly Program** is a school based education program for adolescents, intended to increase knowledge about causes of injury. Students are, or soon will be, young adults responsible for their own decisions and actions.

**Young Traffic Offender Program (YTOP)** was created as an example of a new, more focused injury prevention intervention. A young person must be under the age of 23 and have been ticketed for a traffic-related offense. As a term of their probation the young traffic offender is sentenced to spend a day, 7 hours, attending the Young Traffic Offenders Program. Attendance is mandatory, and failure to comply is deemed a criminal offense.

**PROBLEM IDENTIFICATION**

Motor vehicle crashes have been a major public health problem in the United States for decades. Every year, motor vehicle crashes account for approximately 40,000 fatalities and over 3,000,000 injuries nationwide (National Highway Traffic Safety Administration [NHTSA], 2000 Fact Book). In 1999, NHTSA estimated motor vehicle crashes cost society over \$150 billion per year and \$4,800 per second (NHTSA, Traffic Safety Facts 1999). Motor vehicle crashes are a major threat to adolescent health and well being. Over 40% of all deaths among 16 to 19 year-olds in the United States are a result of motor vehicle crashes. In the State of Missouri, during the year of 2000, there were 1,157 persons killed and 78,328 injured in traffic crashes. Of all 2000 Missouri traffic crashes, 31.6% involved one or more drivers under the age of 21. Of all fatal traffic crashes, 25.8% involved a young driver. Young drivers account for only 10.4% of all licensed driver in the State of Missouri and continue to be significantly over represented in their involvement in Missouri traffic crashes. Behaviors most frequently associated with injury and death in motor vehicle crashes are non-use of safety belts, speeding and driving under the influence of alcohol or other drugs.

**GOALS & OBJECTIVES**

**Goal:** To reduce the number and severity of traffic crashes involving adult and young drivers by increasing awareness of traumatic head and spinal cord injured among those at greatest risk, and by providing ways to prevent these injuries from happening.

**Objectives:**

**Think First:** To give students a solid reason to think about risk and change their attitudes/behaviors to comply with a life long safety mindset.

**YTOP:** To present a 7-hour day in the life of a seriously injured patient who has made life threatening driving decisions (i.e. speeding, DWI, Distracted driving, etc.). Attendance is mandated by a judge and failure to comply is a deemed a criminal offense.

**STRATEGIES & ACTIVITIES**

Conduct 120 educational presentations on traffic safety issues; Conduct 30 Young Traffic Offender Program presentations

**RESULTS**

Think First of Greater Kansas City reached 16,980 students through 182 school-based presentations, 9 safety fairs, 3 rotary clubs, 4 PTOs, and 26 soccer camps. Additional students were reached through a partnership with the Kansas City Comets.

**YTOP** exceeded its class average by 3 participants/class. The essays reflected a greater understanding of the consequences of unsafe driving habits. YTOP was conducted 30 times between 10/1/01 and 9/30/02. Participants were provided with a 7-hour visit and informative talks in each clinical department that is mandatory for a traffic crash victim. Fifteen of the anatomy presentations were presented by physicians residents of rehabilitation services and fifteen were presented by the program coordinator.

**MDHS Coordinator: Tempe Humphrey**

**1-800-800-2358**

**Funds Expended: \$67,219.02**

**PROJECT TITLE:** Printing, Postage, Photography, Misc.—MDHS Memo  
**PROJECT NUMBER:** 02-PT-02-09

**PROGRAM AREA**

Police Traffic Services

**JURISDICTION SIZE**

5.5 million

**TYPE OF JURISDICTION**

Statewide

**TARGETED POPULATION**Drivers, Passengers, Motorcyclists,  
Bicyclists, Pedestrians**PROJECT CHARACTERISTICS**

This in-house memo project was established to provide support to the Division's public information and education efforts.

**PROBLEM IDENTIFICATION**

In order to reach the state's population with educational and informational materials, there must be a mechanism to develop, duplicate, and ship these materials.

**GOALS & OBJECTIVES**

To reach the targeted populations with materials designed to educate them on traffic safety issues and, hopefully, direct them to being proactively safe when they drive, ride or walk through Missouri.

**STRATEGIES & ACTIVITIES**

- Assess needs of target populations
- Develop and/or print materials
- Ship as requested
- Maintain inventory of materials

**RESULTS**

Over 967,620 pieces of educational/awareness materials and incentives were distributed to schools, hospitals, law enforcement agencies, doctor's offices, civic organizations, clubs, churches, government offices, businesses, military bases, etc. These items were also available during fairs, conferences, sporting events, and holiday activities – to name a few. Basically, the Division provides materials whenever and wherever the setting is appropriate. The child restraint materials and some alcohol materials were offered in English and Spanish. These materials are made available at no charge to the recipient. Also, while the numbers below represent nearly one million pieces of literature and incentive items distributed to the public, they by no means are indicative of all the public information and education efforts of this Division.

Booklets	Brochures/Pamphlets	Incentives	Miscellaneous
50,000 Buckle Up Safety	10,000 General Highway Safety	50,000 Stress Balls	65,000 Payroll stuffers
30,000 Traffic Safety Activity	10,000 Pedestrian & School Bus	50,000 Buckle Up Key Chains	65,000 Pocket Folders
50,000 Drive Your Bicycle Safely	25,000 Safety Belt	150,000 Seat Belt Patrol Foil Badges	100 Community Program Guides
35,000 Expert Bike Drive	25,000 Speeding	50,000 Paperboard Fans	10,000 Mailing Labels
15,000 Aggressive Driving	20,000 Motorcycle and Bicycle	65,000 Safety Belt Magnets	
40,000 School Bus Safety	100,000 Safety Belt Law	2,520 Strobe Lights (pedestrian, bike)	
10,000 Older Drivers			
20,000 Drive Safe, Drive Sober			
20,000 Teens & Safety Belts			
Total 270,000	Total 190,000	Total 367,520	Total 140,100

MDHS Coordinator Jackie Allen

1-800-800-2358

Funds Expended: \$124,418.92

**PROJECT TITLE:** Public Information and Education—MDHS Memo  
**PROJECT NUMBER:** 02-PT-02-10

**PROGRAM AREA**

Police Traffic Services

**JURISDICTION SIZE**

5.5 million

**TYPE OF JURISDICTION**

Statewide

**TARGETED POPULATION**

Anyone who lives or travels in Missouri

**PROJECT CHARACTERISTICS**

Public Information and Education funds are used to develop and conduct campaigns that raise public awareness of highway safety issues. These programs include printed materials such as press releases, brochures, flyers, posters and fact sheets as well as other types of materials such as radio and television announcements and incentive items. Coordination of press conferences and other media events are also included in this program area. PI&E provides a vital support function to all highway safety programs.

**PROBLEM IDENTIFICATION**

Motor vehicle crashes are the number one cause of death for people aged 5-34, and one of the leading causes of death for most other age groups. In Missouri in 2001 there were 1,098 people killed and 73,618 injured as a result of traffic crashes, and which cost the State more than \$3 billion. Most vehicle crashes are caused by human error and are preventable. Inattention, speeding and driving under the influence of alcohol continue to be factors in a majority of crashes as are, to a lesser degree, aggressive driving, red light running, and drowsy driving. Likewise, non-use of safety belts, child restraint systems, and motorcycle/bicycle helmets contribute to the incidence of injury and death.

**GOALS & OBJECTIVES**

**Goal:** To change unsafe behavior of people using Missouri's roads in order to reduce traffic crash injuries and fatalities.

**Objectives:**

1. Increase amount of information disseminated to the public via media, newsletters, presentations, exhibits & printed materials;
2. Increase the visibility of the Division and highway safety issues by establishing more partnerships within state government and with community organizations and businesses;
3. Build on the success of previous PI&E campaigns such as the safety belt campaign conducted every September;
4. Improve the Division's materials including printed materials and the web site;
5. Reduce duplication of services and materials occurring within state government and share resources more effectively; and
6. Improve internal communication about PI&E efforts.

**STRATEGIES & ACTIVITIES**

1. The number of presentations given at conferences in the state was increased. Being on the conference agenda increases the traffic at the exhibit booth. A new display board was created and is utilized when the Division exhibits or displays at conferences, fairs, etc.
2. The Division also used existing partnerships with state agencies and safety advocates to increase materials distribution to school and health services personnel as well as to the communities they serve.
3. The Division strengthened its partnership with media organizations such as the Missouri Press Association and the Missouri Broadcasters Association. In addition, the Division worked with Missouri Outdoor Advertising Association to post billboards around the state with highway safety related messages.
4. The safety belt campaign was conducted again in September 2002, and the state's seat belt usage rate increased as a result. Safety belt materials, including posters and billboards were utilized during the safety belt campaign.
5. The Public Information Officer met with PIO's from other state agencies to compare materials each agencies producing and avoid duplication and to serve as a resource for one another.
6. The Public Information Officer worked with other program staff to develop collateral materials to support their PI&E efforts. Projects the Public Information Officer collaborated on included, but were not limited to, the following: seat belt campaign, LETSAC newsletter, 3D Month, child safety seat materials, Team Spirit, and NAGHSR conference. Ongoing and new PI&E projects are posted in the Public Information Officer's office.
7. Several news releases were sent to media outlets in the state informing them of several events or activities, including but not limited to, the NAGHSR Conference, *Click It. Don't Risk It.* Campaign, and the Team Spirit Youth Conference.
8. The Division subscribes to a news clipping service in an attempt to track articles published in the newspapers around the state regarding traffic safety issues and some of the PI&E efforts of the Division.

## **RESULTS**

- Partnerships with other state agencies have been strengthened as the Division continues to work cooperatively with them. The Division worked actively in FY 2002 to develop new partnerships as well as to maintain old ones.
- The safety belt usage rate increased again in 2002 to 69.37% over 67.91% in 2001.
- The staff has input into PI&E campaigns and in how those campaigns are implemented.
- Some duplication of efforts is being eliminated and resources are being used more wisely.
- The Division is becoming a more well-known and recognized agency, and our services are being used more widely.

**MDHS Coordinator Jackie Allen**  
**1-800-800-2358**  
**Funds Expended: \$59,524.11**

**PROJECT TITLE:** Springfield Team Spirit Leadership Training Conference--City of Springfield

**PROJECT NUMBER:** 02-YA-03-1

**PROGRAM AREA(S)**

Youth Alcohol

**JURISDICTION SIZE (population)**

Southwest Missouri

**TYPE OF JURISDICTION**

Statewide

**TARGETED POPULATION**

High School Students

**PROJECT CHARACTERISTICS**

Team Spirit is designed to empower youth to take an active role in preventing alcohol and other drugs use and the impaired driving that accompanies such use. It is based on the belief that young people can become a potent force in combating substance use among other teens.

Team Spirit is a carefully developed four-day summer training program for students and their school advisors. This model is designed to develop natural leadership skills, explore knowledge, attitudes and behavior related to substance use and impaired driving, and to promote prevention and alternative activities. The program has the potential to have a positive effect not only on the participants, but also on their schools and communities.

The teams attending this training develop an "Action Plan" to implement upon returning to their school. Action planning includes the identification of specific substance use and impaired driving related problems, goals and objectives to address the problems, and a time and task chart which outlines how the team members will actually meet their goals and objectives by implementing selected projects. School teams are recruited regionally, however this training is offered to schools throughout Missouri.

Conference attendance is limited to no more than ten (10) teams with 8-10 students and two advisors per team. Letters with brochures and pre-registration forms are sent to school Superintendents, Principals, Counselors and special group advisors. Follow-up phone calls and visits to schools are also made to offer additional information, answer questions to motivate and encourage teams to attend.

**PROBLEM IDENTIFICATION**

A young driver's inexperience combined with extreme risk taking has tragic consequences. In the State of MO during 2000, there were 1,157 persons killed and 78,328 injured in traffic crashes. Of all 2000 MO traffic crashes, 31.6% involved one or more drivers under the age of 21. Of all fatal MO traffic crashes 25.8% involved a young driver. Young drivers only account to 10.4% of all licensed drivers in the state of MO and continue to be significantly over represented in their involvement in MO traffic crashes. The tragedy is that most of these injuries are preventable. Motor vehicle crashes are a major threat to adolescent health and well being. Over 40% of all deaths among 16 to 19 year-olds in the United States are a result of motor vehicle crashes. Efforts to understand why adolescent drivers are at increased risk for motor vehicle injury point to unsafe driving habits as a primary contributor. Behaviors most frequently associated with injury and death in motor vehicle crashes are non-use of safety belts, speeding and driving under the influence of alcohol or other drugs.

**GOALS & OBJECTIVES**

The goal of the project is to provide a Team Spirit Leadership Training Conference to reduce the number and severity of traffic crashes involving young drivers by increasing awareness of young leaders who, assisted by trained adult advisors, will implement projects and activities to address those at greatest risk in their schools and communities.

The objectives of the training are to: increase knowledge; introduce prevention strategies; build social and leadership skills; train team members, through facilitated activities, how to become a cohesive team; develop action plans; and empower youth to take a lead role in working with their peers and adults to address issues related to the use of alcohol and other drugs.

**STRATEGIES & ACTIVITIES**

The Team Spirit Leadership Training Conference will:

- increase participants' knowledge about alcohol and other drug use and impaired driving and to explore their attitudes and behavior related to these topics;
- introduce participants to a variety of strategies for the prevention and intervention of youth alcohol and drug use and impaired driving;
- help participants build social, leadership, and organizational skills by practicing them in a supportive setting ;
- train team members through a variety of facilitated, structured activities, how to become a part of a cohesive team equipped to develop and implement action plans to create positive change in their own school and communities;
- train and assist participants in developing action plans to implement prevention activities;

- empower youth to take a lead role in working with their peers and adults to address issues related to the use of alcohol and other drugs;
- increase the capacity of the participating adult advisors to function effectively in that role by providing workshops specially designed to meet their training needs;
- provide on-going technical assistance to Team Spirit Teams in the community to implement their Action Plan, and
- provide opportunities during the school year for all Team Spirit teams to participate in a joint activity with other trained teams throughout the state.

## **RESULTS**

The following schools attended the Team Spirit Leadership Training Conference in Springfield, Missouri:

- Ash Grove High School - Ash Grove, Missouri
- Ava High School – Ava, Missouri
- Blair Oaks High School – Jefferson City, Missouri
- Bolivar High School – Bolivar, Missouri
- Cabool High School – Cabool, Missouri
- Fair Grove High School - Fair Grove, Missouri
- Willard High School – Willard, Missouri

Each school developed a specific action plan for implementation during the 2002-2003 school year.

**MDHS Coordinator  
Tempe Humphrey  
1-800-800-2358**

**Funds Expended: \$33,614.24**

**PROJECT TITLE:** Cape Girardeau Team Spirit Leadership Training Conference--  
Cape Girardeau Police Department

**PROJECT NUMBER:** 02-YA-03-2

**PROGRAM AREA(S)**

Youth Alcohol

**JURISDICTION SIZE (population)**

Southeast Missouri

**TYPE OF JURISDICTION**

Statewide

**TARGETED POPULATION**

High School Students

**PROJECT CHARACTERISTICS**

Team Spirit is a carefully developed four-day summer training program for students and their school advisors. This model is designed to develop natural leadership skills, explore knowledge, attitudes and behaviors related to substance use and impaired driving, and to promote prevention and alternative activities. The program has the potential to have a positive effect not only on the participants, but also on their schools and communities.

The teams attending this training develop an "Action Plan" to implement upon returning to their individual high school. Action planning includes the identification of specific substance use and impaired driving related problems, goals and objectives to address the problems, and the time and task chart which outlines how the team members will actually meet their goals and objectives by implementing selected projects.

**PROBLEM IDENTIFICATION**

Motor vehicle crashes are a major threat to adolescent health and well being. Over 40% of all deaths among 16 to 19 year-olds in the United States are a result of motor vehicle crashes. In the State of Missouri, during the year of 2000, there were 1,157 persons killed and 78,328 injured in traffic crashes. Of all 2000 Missouri traffic crashes, 31.6% involved one or more drivers under the age of 21. Of all fatal traffic crashes, 25.8% involved a young driver. Young drivers account for only 10.4% of all licensed driver in the State of Missouri and continue to be significantly over represented in their involvement in Missouri traffic crashes. Behaviors most frequently associated with injury and death in motor vehicle crashes are non-use of safety belts, speeding and driving under the influence of alcohol or other drugs.

**GOALS & OBJECTIVES**

The goal of the project is to provide a Team Spirit Leadership Training Conference to reduce the number and severity of traffic crashes involving young drivers by increasing awareness of young leaders who, assisted by trained adult advisors, will implement projects and activities to address those at greatest risk in their schools and communities.

The objectives of the training are to: increase knowledge; introduce prevention strategies; build social and leadership skills; train team members, through facilitated activities, how to become a cohesive team; develop action plans; and empower youth to take a lead role in working with their peers and adults to address issues related to the use of alcohol and other drugs.

**STRATEGIES & ACTIVITIES**

This four day training is designed to develop natural leadership skills, explore knowledge, attitudes and behavior related to substance use and impaired driving, and to promote prevention and alternative activities. Informational and educational workshops are provided daily as well as planned activities focusing on leadership and team building skills. A portion of each day is spent on learning the action plan process and how to implement their plans in their schools and communities. Each team is facilitated in the development of their action plan. All teams are required to implement their plans in their schools during the coming school year.

The Team Spirit Leadership Training Conference will:

- increase participants' knowledge about alcohol and other drug use and impaired driving and to explore their attitudes and behavior related to these topics;
- introduce participants to a variety of strategies for the prevention and intervention of youth alcohol and drug use and impaired driving;
- help participants build social, leadership, and organizational skills by practicing them in a supportive setting ;
- train team members through a variety of facilitated, structured activities, how to become a part of a cohesive team equipped to develop and implement action plans to create positive change in their own school and communities;
- train and assist participants in developing action plans to implement prevention activities;
- empower youth to take a lead role in working with their peers and adults to address issues related to the use of alcohol and other drugs;
- increase the capacity of the participating adult advisors to function effectively in that role by providing workshops specially designed to meet their training needs;

- provide on-going technical assistance to Team Spirit Teams in the community to implement their Action Plan, and
- provide opportunities during the school year for all Team Spirit teams to participate in a joint activity with other trained teams throughout the state.

## **RESULTS**

During the 2002 session six high school teams completed the four day training . Sixty-two students and thirteen advisors were involved in the the training as well as eleven "teen" facilitors and eleven adult staff members. Each team successfully completed their action plans. These plans will be implemented during the 2002/2003 school year.

The following schools/groups attended the Team Spirit Leadership Training Conference in Cape Girardeau, Missouri:

Naylor R-2 High School  
Raymore/Peculiar High School  
Champions in the Making  
Delta High School  
Notre Dame High School  
East Prairie High School

**MDHS Coordinator  
Tempe Humphrey  
1-800-800-2358**

**Funds Expended: \$35,005.51**

**PROJECT TITLE:** Youth Prevention & Awareness (Memo Project)  
**PROJECT NUMBER:** 02-YA-03-4

**PROGRAM AREA(S)**

Youth Alcohol

**JURISDICTION SIZE (population)**

Approximately 400,000 young drivers

**TYPE OF JURISDICTION**

Statewide

**TARGETED POPULATION**

Young drivers, 15-20 years-of-age

**PROJECT CHARACTERISTICS**

This in-house memo project supports statewide youth programs and activities.

**PROBLEM IDENTIFICATION**

Motor vehicle crashes are a major threat to adolescent health and well being. Over 40% of all deaths among 16 to 19 year-olds in the United States are a result of motor vehicle crashes. In the State of Missouri, during the year of 2000, there were 1,157 persons killed and 78,328 injured in traffic crashes. Of all 2000 Missouri traffic crashes, 31.6% involved one or more drivers under the age of 21. Of all fatal traffic crashes, 25.8% involved a young driver. Young drivers account for only 10.4% of all licensed driver in the State of Missouri and continue to be significantly over represented in their involvement in Missouri traffic crashes.

Behaviors most frequently associated with injury and death in motor vehicle crashes are non-use of safety belts, speeding and driving under the influence of alcohol or other drugs.

**GOALS & OBJECTIVES**

To reduce the number and severity of traffic crashes involving young drivers by increasing awareness of those at greatest risk.

**STRATEGIES & ACTIVITIES**

Youth Incentives - The Division provides incentives to compliment community/school based traffic safety activities.

Team Spirit Reunion - The Division hosts a "Team Spirit Reunion" for all teams who have been trained during our Team Spirit Leadership Conferences since 1995. This is an opportunity for Highway Safety to introduce new programs, re-educate on traffic safety issues and motivate teams of students and advisors. During this two-day event, students hear motivational speakers, attend workshops, participate in various activities and have the opportunity to go to the Capitol and visit their legislators.

**RESULTS**

Youth Incentives - CD cases, sunglasses, "Click-It. Don't Risk It." sunglass clips and Quick-Click Challenge t-shirts were distributed statewide to schools and communities at youth conferences, Team Spirit Conferences, Project Graduation & Project Prom, and other local youth activities

Team Spirit Reunion - The Team Spirit Reunion was held at the Ramada Inn in Jefferson City, MO on April 15-16, 2002. This year we awarded our first, "Team Spirit Team-of-the-Year" award. Each team showcased what their team had accomplished and how hard they had been working to address traffic safety issues in their communities. Each participant then voted for the winning team. This activity was highly successful and was a great opportunity for each team to look at what other school are doing and to take home some great ideas for programs in their own school. The highlight of this two-day event was a Proclamation Ceremony with our First Lady, Lori Hauser-Holden. During this ceremony the students were honored for all of their hard work. Altogether, 182 students and advisors, representing more than 22 schools attended this two-day event.

MDHS Coordinator  
Tempe Humphrey  
1-800-800-2358

Funds Expended: \$30,281.59

**PROJECT TITLE:** Joint Application Development--MO Dept. Revenue  
**PROJECT NUMBER:** 02-154-AL-1

**PROGRAM AREA(S)**

Alcohol

**JURISDICTION SIZE (population)**

Missouri courts, law enforcement and other agencies

**TYPE OF JURISDICTION**

Statewide

**TARGETED POPULATION**

Missouri courts and law enforcements

**PROJECT CHARACTERISTICS**

The Department of Revenue hired a consultant to facilitate discussions between representatives of the department, Missouri State Highway Patrol and Office of State Courts Administrator to develop a detailed design requirement for integrating their systems so alcohol related information could be shared electronically.

**PROBLEM IDENTIFICATION**

The State of Missouri maintains several data systems that serve as valuable resources of information for the management of its impaired driving program. However, there needs to be a system in place so that specific data elements regarding alcohol offenses can be shared between user agencies for business related purposes.

**GOALS & OBJECTIVES**

The goal of this project is focused on having the ability to share alcohol related information electronically between our department, the Missouri State Highway Patrol and the Office of State Courts Administrator.

**STRATEGIES & ACTIVITIES**

The original approach was to house the new DWI Tracking System at the State Data Center. The new approach is to house the system at the Missouri State Highway Patrol. The approach to processing Alcohol Incident Reports (AIR) documents has been changed. In the initial proposed solution, AIR documents would be submitted to the MSHP for entry and subsequent forwarding to the Department of Revenue (DOR). In the new approach, AIR documents will continue to be submitted to DOR. Once the AIR information has been entered by DOR, it will be transmitted electronically to the DWI Tracking System housed at MSHP.

**RESULTS**

When the DWI Tracking System is fully implemented, participating justice agencies will have four options available for submitting DWI Incident information.

1. Mail in copies of appropriate documentation to a central data entry area for input.
2. Use a PC to access a web-browser based set of input forms that can be used to input DWI information into the system.
3. Create an extract file from existing local systems and pass the file to the DWI Tracking system via a pre-established web service
4. Modify the local system to directly invoke the pre-established web service to transfer information to the DWI Tracking System.

**PROJECT TITLE:** Statewide Traffic Accident Reporting System Rewrite—Missouri  
State Highway Patrol

**PROJECT NUMBER:** 02-154-AL-03

**PROGRAM AREA(S)**

Alcohol

**JURISDICTION SIZE (population)**

5.5 million

**TYPE OF JURISDICTION**

Statewide

**TARGETED POPULATION**

Drivers involved in traffic crashes

**PROJECT CHARACTERISTICS**

The purpose of this project was to provide funding for the re-engineering of the Statewide Traffic Accident Records System (STARS), and integration of the system with the Missouri Department of Transportation (MoDOT), Transportation Management System (TMS).

**PROBLEM IDENTIFICATION**

STARS is a repository of statewide motor vehicle traffic crash data and is managed by the Missouri State Highway Patrol. In 2000, the Missouri Traffic Records Committee approved numerous changes to the Missouri Uniform Accident Report. The impact of the changes were so significant, the technology that supported STARS (Mantis / Supra) could not withstand the new codes. Prior to integration with TMS, STARS data was transferred to MoDOT via a computer tape. The integration with TMS not only eliminated this duplication process, it also allowed development of STARS using COOL:Gen technology.

**GOALS & OBJECTIVES**

To re-engineer the STARS database and have the system fully operational by the end of the grant period.

**STRATEGIES & ACTIVITIES**

A contract was secured with a computer consulting company, Tier Technologies, Inc., to cover the project management and support as well as the construction and implementation phase for the entry, maintenance, and storage of accident information in STARS. The contract also covered construction and implementation of scoped interfaces, data conversion, training for new system usage, and specifications for the electronic submission of accident data from the field to the statewide repository.

**RESULTS**

All tasks were completed and the re-engineered STARS is fully operational.

MDHS Coordinator Bill Whitfield

1-800-800-2358

Funds Expended: \$632,011.36

**PROJECT TITLE:** Sobriety Checkpoint Equipment—MDHS Memo  
**PROJECT NUMBER:** 02-154-AL-5

**PROGRAM AREA(S)**

Alcohol

**JURISDICTION SIZE**

Statewide

**TYPE OF JURISDICTION**

Statewide

**TARGETED POPULATION**

Missouri Drivers

**PROJECT CHARACTERISTICS**

This in-house memo project provided the equipment necessary to support state-funded sobriety checkpoints.

**PROBLEM IDENTIFICATION**

All sobriety checkpoints must meet court-approved standards. Highly visible, properly functioning equipment is necessary in order to hold checkpoints that meet all safety standards.

**GOALS & OBJECTIVES**

To provide adequate equipment for sobriety checkpoints throughout the State of Missouri.

**STRATEGIES & ACTIVITIES**

Develop approved equipment list; renew state contracts, if needed; notify participating law enforcement agencies of approved equipment and where/how to purchase equipment.

**RESULTS**

Purchased flares, cones, vests and Datamasters for local police and sheriff's departments. Printed 10,000 "Thanks for Your Help" brochures to hand out at sobriety checkpoints.

MDHS Coordinator Lisa Baker  
1-800-800-2358  
Funds Expended: \$11,643.23

**PROJECT TITLE:** DWI Warrant Sweep Enforcement - Clay County Sheriff  
**PROJECT NUMBER:** 02-154-AL-17

**PROGRAM AREA(S)**

Alcohol

**JURISDICTION SIZE (population)**

Clay County - 185,000

**TYPE OF JURISDICTION**

Urban

**TARGETED POPULATION**

All drivers

**PROJECT CHARACTERISTICS**

This project provided overtime funding to enforce an outstanding DWI probation/parole warrant sweep.

**PROBLEM IDENTIFICATION**

Clay County is medium sized county with limited resources to activity pursue those persons whom a court of law has issued a warrant for their arrest stemming from a previous DWI related arrest.

**GOALS & OBJECTIVES**

- 1) Conduct this high profile DWI warrant sweep enforcement activity with other local law enforcement agencies in a cooperative action.
- 2) Arrest 10% of those wanted out of 50.

**STRATEGIES & ACTIVITIES**

- > 15 Deputies were assigned to work an 8-hour shift for this DWI warrant sweep enforcement activity.
- > Conduct the enforcement activity between 5:00 AM and 1:00 PM when most wanted persons would be at home.
- > Conduct the enforcement on the last Sunday in the month of December during the proposed fiscal contract calendar year.
- > Invite the Heartland Chapter of MADD and all local news media to witness this activity.

**RESULTS**

Sixteen persons were arrested during this activity, this totaled 15% of the 50 persons wanted and exceed the goal by 5%. News media coverage by TV channels 4, 5, and 41, the Kansas City Star, and the local newsprint formats were present. The local MADD chapter had 7 representatives present.

**PROJECT TITLE:** Underage Drinking Multi-Jurisdictional Task Force-Jefferson County Sheriff's Dept.

**PROJECT NUMBER:** 02-154-AL-52

**PROGRAM AREA(S)**

Alcohol

**JURISDICTION SIZE (population)**

County of Jefferson – 171,380

**TYPE OF JURISDICTION**

Rural

**TARGETED POPULATION**

Underage Drinkers

**PROJECT CHARACTERISTICS**

This project created a task force designed to educate, enforce, and deter persons under the age of twenty-one from consuming alcohol.

**Participating Agencies:**

1. Missouri State Highway Patrol
2. State of Missouri, Division of Liquor Control
3. Jefferson County Sheriff's Department
4. Arnold Police Department
5. Festus Police Department
6. Crystal City Police Department
7. DeSoto Police Department
8. Pevely Police Department
9. Eureka Police Department

**Supporting Agencies:**

1. Jefferson County Health Department
2. Jefferson County Juvenile Courts
3. St. Louis County Division of Youth Services

**PROBLEM IDENTIFICATION**

Alcohol remains one of the leading drug problems facing our nation. Every community in the State of Missouri is directly affected by underage alcohol use. Alcohol use by minors has been shown to play a part in teen theft, arrests and suicides. Juvenile courts across the country consistently report that over 50% of the cases they encounter involve alcohol consumption as a contributing factor. Alcohol use also plays a significant part in academic failure in both high school and college and plays a significant role in health and dependency issues for young people. No community, neighborhood or family is immune to the devastating consequences of this high-risk behavior, especially in light of the following sobering statistics:

According to the Missouri State Highway Patrol Statistical Analysis Center during 2000, there were 8,417 drinking-involved crashes in the State of Missouri. Of those, 1,178 were under the legal drinking age of 21. Of all 2000 Missouri traffic crashes, 31.6% involved a young driver. Of all fatal traffic crashes 25.8% involved a young driver. A total of 311 persons were killed and 25,313 were injured in traffic crashes involving young drivers. In 14.6% of the fatal crashes, the young driver's drinking condition contributed to the cause of the crash.

Jefferson County ranks 5th in traffic crashes involving young drinking drivers. From 1997-1999 there have been 101 young drivers involved in alcohol-related traffic crashes within Jefferson County. From January-May, 2000 there have been 14 persons under the age of 21 years who have been arrested for Driving While Intoxicated. The Sheriff's Department is the primary law enforcement agency within the county responsible for nearly 90% of all juvenile enforcement activities. The department has a progressive juvenile education, enforcement, and deterrence campaign to curb the problem associated with underage drinking; however, the success of this initiative is hampered by a lack of funding for manpower.

**GOALS & OBJECTIVES**

Reduce the number of alcohol related juvenile fatalities by 10%

Increase alcohol related charges for DWI by 100%

Increase MIP charges by 200%

Increase juvenile alcohol-related arrests for violations while operating a motor vehicle by 100%

## **STRATEGIES & ACTIVITIES**

Jefferson County Sheriff's Department created a task force to combat underage drinking. Under this Multi-Jurisdictional program, agencies within Jefferson County joined efforts of the Sheriff's Department with local law enforcement, Missouri State Highway Patrol and the Missouri Division of Liquor Control. The task force meets between 2-4 times per month to enforce violations associated with underage drinking.

This project addressed the large parties and typical gatherings, which frequently occur on weekends and around holidays. The task force patrolled frequent hangouts such as parking lots, caves, and roadways, where underage drinkers assemble. The task force had a "party response" segment, which responded to large parties, and utilized the controlled dispersal method to ensure only sober persons drove. Provided training and education to students, parents, and sales-clerks on the hazards and liability of selling to minors.

## **RESULTS**

The Jefferson County Task Force achieved success in several areas as a result of education and enforcement of underage drinking laws. Arrests and charges for Minor in Possession and DWI offenses involving underage persons were record high. As a result, the large parties, which hosted 300-500 drinkers, have been significantly reduced in size. Thus, allowing a more effective controlled dispersal in which only sober drivers operate vehicles while leaving.

Enforcement activity: Minor DWI - 21, Adult DWI - 95, MIP - 395, Open Container - 7, Zero Tolerance - 7, Fake ID - 7, Attempt to Purchase - 5, Selling/Supplying Intoxicating Liquor to Minors - 10, Other Liquor Law Violations - 2, Drug Violations - 126, Other Violations - 84. Total Violations - 759. The task force also responded to the following "Calls for Service": Vandalism - 6, Loud Parties - 53, Careless Driving - 35, Disturbance - 28. Total "Calls for Service" - 122.

Obstacles encountered during the grant continued to involve prosecutors who lack the understanding concerning the costs associated with underage drinking--the knowledge that underage drinking is a crime with often-tragic results. With a greater cooperation, (prosecution) the enforcement would be even more effective. Other problems associated with enforcement included the burden placed on secondary segments such as dispatchers (while the task force operated) and clerks typing an increased number of reports.

Even though they were not funded, Jefferson County continued to conduct compliance checks to ensure liquor license holders check for proper identification.

**MDHS Coordinator  
Tempe Humphrey  
1-800-800-2358  
Funds Expended: \$64,641.18**

**PROJECT TITLE:** Underage Drinking Saturation Enforcement-Springfield PD  
**PROJECT NUMBER:** 02-154-AL-55

**PROGRAM AREA(S)**

Alcohol

**JURISDICTION SIZE (population)**

City of Springfield (population 151,580)

**TYPE OF JURISDICTION**

Urban

**TARGETED POPULATION**

Underage Drinkers

**PROJECT CHARACTERISTICS**

Many of the saturation operations included working with other law enforcement agencies and community groups. The Community Partnership of The Ozarks Underage Drinking Taskforce provided us with support and information for events conducted around local high school proms and graduations. The Task Force also assisted us with media exposure. Several joint operations were conducted with the Missouri State Liquor Control during local pub-crawls and other holiday events. The Greene County Sheriff's Department and the Springfield School Resource Officers assisted us with enforcement activities around prom and graduation.

With additional officers working targeted locations, dates and times, special attention was directed at addressing underage drinking. These efforts, targeting underage drinking, focused not only on minors, but also on adults who provide alcohol to them. Officers had directed patrol in targeted locations (SMSU & surrounding community, Park Central bar area and Battlefield Road.) Patrol officers, bicycle patrol officers and plain clothes officers directed their efforts at gatherings that have a high concentration of underage youth and intoxicants.

**PROBLEM IDENTIFICATION**

Alcohol remains one of the leading drug problems facing our nation. Every community in the State of Missouri is directly affected by underage alcohol use. Alcohol use by minors has been shown to play a part in teen theft, arrests and suicides. Juvenile courts across the country consistently report that over 50% of the cases they encounter involve alcohol consumption as a contributing factor. Alcohol use also plays a significant part in academic failure in both high school and college and plays a significant role in health and dependency issues for young people. No community, neighborhood or family is immune to the devastating consequences of this high-risk behavior, especially in light of the following sobering statistics:

According to the Missouri State Highway Patrol Statistical Analysis Center during 2000, there were 8,417 drinking-involved crashes in the State of Missouri. Of those, 1,178 were under the legal drinking age of 21. Of all 2000 Missouri traffic crashes, 31.6% involved a young driver. Of all fatal traffic crashes 25.8% involved a young driver. A total of 311 persons were killed and 25,313 were injured in traffic crashes involving young drivers. In 14.6% of the fatal crashes, the young driver's drinking condition contributed to the cause of the crash.

Underage drinking is a large problem in the City of Springfield. With the presence of Southwest Missouri State University, Drury College, Ozark Technical Community College, and five large public high schools, the underage population is considerable. Last year more than 1,400 college students died from an alcohol related injuries across the nation. 500,000 students were injured under the influence of alcohol, 600,000 students were assaulted by an intoxicated subject, and more than 70,000 students were victims of an alcohol related sexual assault.

**GOALS & OBJECTIVES**

To increase the number of Minor in Possession and Fake Identification charges by 50% over the baseline comparison data, thereby reducing underage alcohol related traffic crashes. The objective of the Springfield Police Department was to conduct 40 saturation events during the grant period.

**STRATEGIES & ACTIVITIES**

Enforcement periods within the City of Springfield focused during the nighttime hours of Thursday, Friday and Saturday. Officer experience and past efforts show that underage drinking peaks between the hours of 10:00 p.m. and 3:00 a.m. Specific enforcement efforts were based upon information provided (known public events, proms, pub-crawls, parties, local motels, etc.)

Uniformed officers were utilized to dedicate their efforts at reducing underage drinking and driving. This will be accomplished by targeting the areas that have a high concentration of underage youth and intoxicants. Officers will proactively enforce driving laws while looking for impaired drivers.

## **RESULTS**

The Springfield Police Department began the first saturation event on October 20, 2001. A total of 37 saturation events were conducted.

Enforcement activity: Minor DWI - 1, Minor SFST - 1, Adult DWI - 2, Adult SFST - 4, MIP - 243, Open Container - 53, Fake ID - 46, Attempt to Purchase - 4, Selling/Supplying Intoxicating Liquor to Minors - 27 (if convicted of this charge, the Greene County Prosecutor demands five days in the county jail for shock time), Other Liquor Law Violations - 2, Drug Violations - 2, Other Violations - 66).

The success of the Underage Drinking Enforcement operation has made a significant impact on our community. Springfield has experienced an aggressive increase in alcohol enforcement over the last year. Officers working underage drinking enforcement have reported many changes in the community as a result of their enforcement. Many area bars have been forced to increase their efforts in strictly carding patrons, and several dance clubs have even stopped allowing minors into their businesses. Several local Greek organizations have mandated that their members are not allowed to loan their ID's to other members. The enforcements efforts along with a new keg registration ordinance have nearly eliminated the large keg parties that were once a big problem around the local campuses. At the beginning of the grant, much enforcement was done around area liquor stores. Near the end of the grant, fewer and fewer alcohol violations occurred at these liquor stores. Enforcement of underage drinking laws have continued in Springfield, and plans have been made for future projects.

**MDHS Coordinator  
Tempe Humphrey  
1-800-800-2358**

**Funds Expended: \$18,360.24**

**PROJECT TITLE:** Underage Drinking Multi-Jurisdictional Task Force--St. Louis Metro PD

**PROJECT NUMBER:** 02-154-AL-57

**PROGRAM AREA(S)**

Alcohol

**JURISDICTION SIZE (population)**

City of St. Louis - 360,000

**TYPE OF JURISDICTION**

Urban

**TARGETED POPULATION**

Underage drinkers and adults who procure liquor for minors.

**PROJECT CHARACTERISTICS**

The Multi-Jurisdictional Task Force, consisting of: The St. Louis Metropolitan Police Department, St. Louis City Excise Division, Missouri Division of Liquor Control and the St. Louis City Sheriff's Department agreed to work cooperatively in an attempt to deter and or curtail underage drinking, public exposure and any other unlawful act during the St. Louis Mardi Gras.

The Multi-Jurisdictional Task Force was formed to address the problem of underage drinking, fake identification and public urination at the St. Louis Mardi Gras celebration. Underage drinking is not just a problem in St. Louis at our civic festival, but is a national public health problem despite extensive prevention and education efforts.

**PROBLEM IDENTIFICATION**

Alcohol remains one of the leading drug problems facing our nation. Every community in the State of Missouri is directly affected by underage alcohol use. Alcohol use by minors has been shown to play a part in teen theft, arrests and suicides. Juvenile courts across the country consistently report that over 50% of the cases they encounter involve alcohol consumption as a contributing factor. Alcohol use also plays a significant part in academic failure in both high school and college and plays a significant role in health and dependency issues for young people. No community, neighborhood or family is immune to the devastating consequences of this high-risk behavior, especially in light of the following sobering statistics:

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The City of St. Louis is known for its well-attended Mardi Gras & Fat Tuesday festivities. St. Louis' Soulard Mardi Gras & Fat Tuesday celebrations are the second largest in the country. Over the past 20 years, the Mardi Gras celebrations have experienced a growth in attendance of over 500,000 people. St. Louis takes pride in the growing population of these events, but unfortunately has to take the good with the bad by preparing for the problem of underage drinking. The continued problems with underage drinking at these events are due, in part, to the lack of manpower and funding to pay over-time hours for officers to work with the task force.

**GOALS & OBJECTIVES**

The goal was to reduce underage consumption of intoxicating liquor and beer during the 2002 Mardi Gras festival by:

- Identifying and arresting underage drinkers.
- Identifying and citing businesses that sell liquor/beer to minors.
- Increasing accuracy of information obtained from arrested minors.
- Increasing the number of offenders appearing in court to over 60%.

**STRATEGIES & ACTIVITIES**

The strategies and activities that were conducted by St. Louis City Multi-Jurisdictional Task Force for this project were:

- Required mandatory training (provided by the Missouri Division of Highway Safety and the Pacific Institute for Research and Evaluation) for all officers assigned to this enforcement detail.
- Conducted investigations during the St. Louis Mardi Gras and Fat Tuesday celebrations to aggressively monitor, identify and arrest violators.
- Patrolled the festival area, streets and businesses, aggressively seeking out violators.

- Increased the accuracy of information received from arrested minors.
- Provided news releases at the beginning of each event to increase the awareness and compliance of the underage drinking laws.
- Conducted perimeter checkpoints in the target areas (red zone).
- If a subject could not be identified in the target area (red zone), they were walked or transported via City Sheriff's van to the Identification and Booking center.
- An Excel database was established both to track and ensure that a subject was not a repeat offender for the Mardi Gras celebration, and for later use in tracking court/prosecution information.

## RESULTS

### TOTALS RELATED TO GOALS

- Identified and arrested 548 underage drinkers
- Increased the accuracy of information obtained from arrested minor
- Increased the number of offenders appearing in court - 429.

Many of the offenders arrested were ordered to perform hours community service ranging from 8 to 24 hours or they were assessed a fine. The fines ranged from \$150.00 to \$250.00 plus court cost. City Court offenders were sentenced to 16 hours of Alternative Community Sentencing (ACS) and 10 hours of Adolescent Diversion Education Program (ADEP) and court cost. For the charge of Fake I.D. an additional 16 hours of ACS was given. For Public Urination (Exposing Person) offenders were ordered to perform 24 hours ACS. The Circuit Court offenders were sentenced to 24 hours ACS and given the option to take the ADEP class. Only 6 offenders voluntarily signed up for the ADEP class. This class was not made mandatory by the Circuit Judge as it was by the Municipal Judge. If an offender entered a plea, they would be fined \$250.00 plus cost of court or receive a 6 months unsupervised probation, 10 hours of ADEP and court cost. The conviction would be SIS (Suspended Imposition of Sentence). The fines for Public Urination were \$150.00 plus cost of court or 24 hours ACS.

### BREAKDOWN OF DISPOSITIONS FOR MARDI GRAS AND FAT TUESDAY CHARGES

-Community Service	301
-Capias/Bench Warrant Issued	160
For failure to appear	
-Continued	018
-Nolle pros/Dismissed	028
-Refused by courts	003
-No record found in system	032
-Fake ID charges not prosecuted	014
-Juveniles	018
-Guilty/Fined	045
-Fugitives	019
-Acquitted	001
-Duplicate Charges	005
Total	644

Overall, the final numbers were a marked improvement over the previous years. More arrests were made for minor in possession. Due to the increased enforcement, booking and identification efforts, significant percentages of violators were arrested and ultimately appeared in court. A complete breakdown of arrest and charges indicates an average of one arrest being made every 3 minutes during the Mardi Gras event. Also, the prior training provided by PIRE and the increased level of expectation facilitated a more focused effort from the enforcement team.

The following is a list of officials who attended our Mardi Gras debriefing meeting held on February 15, 2002. Those represented at this meeting are as follows: Lt. Thomas Magnan, Project Director for Task Force; Tempe Humphrey, Division of Highway Safety/Grant Coordinator; William "Bill" Torno, Dist. III Supervisor for Missouri Division Liquor; Deborah Stafford, Division of Alcohol and Drug Abuse Lt. Scott Lambert, Sheriff's Department; Sgt. Jerry Murphy, SLMPD Prisoner Processing; Robert Kraiberg, Excise Commissioner; Sgt. Richard Giles, SLMPD Narcotics Division; Sgt. Nick Frederiksen, SLMPD Narcotics Division; Sgt. Terry Sloan, SLMPD Vice Division; Sgt. Terry James, SLMPD Task Force Supervisor; Rick Weiser, State Division of Liquor Control; Sgt. James Whelby, SLPD/ Booking Center Supervisor for grant; Sgt. Anthony McDuffie, SLPD Task Force Supervisor, and Gwendolyn Cherry-Simms, Supervisor for Excise Division.

MDHS Coordinator  
Tempe Humphrey  
1-800-800-2358

Funds Expended: \$32,639.12

**PROJECT TITLE:** Underage Drinking Multi-Jurisdictional Task Force - Henry County Sheriff's Dept.

**PROJECT NUMBER:** 02-154-AL-61

**PROGRAM AREA(S)**

Alcohol

**JURISDICTION SIZE (population)**

Henry County, 22,000

**TYPE OF JURISDICTION**

Rural

**TARGETED POPULATION**

Underage Drinkers

**PROJECT CHARACTERISTICS**

This Multi-Jurisdictional project combined the Henry County Sheriff's Office, Clinton Police Department, West Central Missouri Drug Task Force and the Montrose Police Department. The enforcement effort was designed to target specific events where underage drinking was taking place. The Montrose Activity Club (MAC) sponsors dances every three weeks at the Knights of Columbus Hall in Montrose. These events are BYOB and are attended by underage drinkers. Other adult sponsored underage drinking parties are being held throughout the county at various times. The parties are usually on private property in an open field with kegs of beer.

**PROBLEM IDENTIFICATION**

Alcohol remains one of the leading drug problems facing our nation. Every community in the State of Missouri is directly affected by underage alcohol use. Alcohol use by minors has been shown to play a part in teen theft, arrests and suicides. Juvenile courts across the country consistently report that over 50% of the cases they encounter involve alcohol consumption as a contributing factor. Alcohol use also plays a significant part in academic failure in both high school and college and plays a significant role in health and dependency issues for young people. No community, neighborhood or family is immune to the devastating consequences of this high-risk behavior, especially in light of the following sobering statistics:

According to the Missouri State Highway Patrol Statistical Analysis Center during 2000, there were 8,417 drinking-involved crashes in the State of Missouri. Of those, 1,178 were under the legal drinking age of 21. Of all 2000 Missouri traffic crashes, 31.6% involved a young driver. Of all fatal traffic crashes 25.8% involved a young driver. A total of 311 persons were killed and 25,313 were injured in traffic crashes involving young drivers. In 14.6% of the fatal crashes, the young driver's drinking condition contributed to the cause of the crash.

In the rural areas within Henry County adult/parent sponsored alcohol parties for underage youth occur frequently. These parties are often not known to law enforcement until they are underway. For this reason, enforcement is difficult. The Henry County Sheriff's Department and the City of Montrose have very limited funds for overtime. Large numbers of underage drinkers attend the MAC dances in Montrose, Missouri. The underage drinkers come from several miles away. When the parties are over they drive many miles to get home. The roads are primary and secondary, extremely narrow, two-lane with no shoulders. Other local parties are sponsored by adults with underage drinking occurring. They are mostly held in fields at various locations throughout the Henry County. Some of these are held on public land around Truman Lake.

**GOALS & OBJECTIVES**

Increase the number of underage DWI arrests by 100% to 16; Increase the number of MIP arrests by 200% to 63; and Increase the number of zero tolerance arrests by 300% to 3.

**STRATEGIES & ACTIVITIES**

The strategy for this grant was to provide overtime salaries to allow saturation enforcement efforts during MAC dances in Montrose, Missouri and to saturate and enforce adult sponsored alcohol parties. For the MAC dances, this multi-jurisdictional enforcement effort provided extra patrol units within a perimeter of the City of Montrose and provided two or three plainclothes officers to work the parking lot where violations occur. All arrested individuals were transported to Clinton, MO and processed through the Detention Center. The strategy for the adult sponsored parties was to saturate the area when they were identified and then facilitate traffic stops on vehicles coming and going to the event. If a case could be made, then a search warrant would be applied for to enter the property and make arrests of underage drinkers.

## **RESULTS**

Enforcement activity: Minor SFST - 6, Adult DWI - 6, Adult SFST - 18, MIP - 21, Open Container - 1, Drug Violations - 7, Other Violations - 15, Total Violations - 50. The task force also responded to the following "Calls for Service": Loud Party - 1, Careless Driving - 4.

Enforcement activities at the MAC dances were met with challenges. They conducted two very strong enforcement periods in the course of the grant. After the first enforcement activity the sponsors of the MAC dances began to change the dates of the events in order to avoid the enforcement efforts. Although at first they saw this as a negative, they soon learned that it had a very positive impact. Because the MAC sponsors frequently moved the dates of the events, it was not well advertised and therefore very few people attended the events.

At the time the grant was written, there were several adult sponsored underage drinking parties throughout the county. During the grant period, only one such party was identified and several arrests were made. They believe the initial press release concerning the issues of underage drinking and the plans to strictly enforce these activities, led to a great reduction in the number of these events. They were able to enforce two other keg events that were not adult sponsored during the grant period although those numbers were not reflected in the final report. The grant has helped their deputies and other officers become more aware of underage drinking and the need to strictly enforce this issue.

They believe this project has been successful and has impacted, in a positive way, the view of the communities toward underage drinking. In their grant application they stated an issue of the "country club" mentality among several adults in that "kids will be kids." They had only one negative response to the efforts relative to the MAC dances. They addressed this and made their point quite clear about the subject of underage drinking.

**MDHS Coordinator Tempe Humphrey  
1-800-800-2358  
Funds Expended: \$2,588.55**

**PROJECT TITLE:** Underage Drinking Cops in Shops - Smithville PD  
**PROJECT NUMBER:** 02-154-AL-63

<b>PROGRAM AREA(S)</b>	<b>JURISDICTION SIZE (population)</b>
Alcohol	2,525
<b>TYPE OF JURISDICTION</b>	<b>TARGETED POPULATION</b>
Rural	Underage Drinkers and Licensed Liquor Establishments

### **PROJECT CHARACTERISTICS**

In an attempt to reduce underage drinking, the Smithville Police Department established a "Cops in Shops," program to enforce alcohol violations by minors. By using officers to pose as employees or customers in retail alcohol establishments, they are able to apprehend the minors at the point of purchase. The "Cops in Shops" program was patterned after the successful "Badges in Business" program that is conducted by the Missouri Division of Liquor Control. Statewide, DLC reported that 541 "Badges in Business" investigations held during Fiscal Year 2000 resulted in 477 minors arrested for the attempt to purchase and/or possession of intoxicating liquor and 133 false identifications being confiscated. The great success of that program verifies the need to expand it even further. However, with only 45 full-time DLC agents to serve the entire state, this program cannot be expanded without including local peace officers to carry out the enforcement efforts. The "Cops in Shops" program will expand the current "Badges in Business" effort of the DLC.

With additional officers working targeted locations, dates and times, special attention can be directed at addressing underage drinking. These efforts, targeting underage drinking, will focus not only on minors, but also on adults who provide alcohol to them.

### **PROBLEM IDENTIFICATION**

Alcohol remains one of the leading drug problems facing our nation. Every community in the State of Missouri is directly affected by underage alcohol use. Alcohol use by minors has been shown to play a part in teen theft, arrests and suicides. Juvenile courts across the country consistently report that over 50% of the cases they encounter involve alcohol consumption as a contributing factor. Alcohol use also plays a significant part in academic failure in both high school and college and plays a significant role in health and dependency issues for young people. No community, neighborhood or family is immune to the devastating consequences of this high-risk behavior, especially in light of the following sobering statistics:

According to the Missouri State Highway Patrol Statistical Analysis Center during 2000, there were 8,417 drinking-involved crashes in the State of Missouri. Of those, 1,178 were under the legal drinking age of 21. Of all 2000 Missouri traffic crashes, 31.6% involved a young driver. Of all fatal traffic crashes 25.8% involved a young driver. A total of 311 persons were killed and 25,313 were injured in traffic crashes involving young drivers. In 14.6% of the fatal crashes, the young driver's drinking condition contributed to the cause of the crash.

Underage drinking has become a major problem in the United States with the number of minors involved in DWI crashes and arrested for DWI rising. The City of Smithville is also seeing a rise in DWIs involving minors and minors involved in DWI crashes. In 2000 the Smithville Police Department made a 200% increase in the number of MIP arrests from the previous year.

The problem of minors possessing and drinking alcohol was confirmed when a survey (May 2001) was given to all of the high school students in Smithville with the results as follows:

- 497-student population, 398 surveys returned (80%), 185 males and 213 females.
- 121 (56%) females said they drank until they were drunk.
- 137 (55%) males said they drank until they were drunk.
- Over 22% of the total number reported buying alcohol from a stranger.
- 6% admitted to using a fake ID.
- 4% admitted to drinking while driving.

The results of this survey given to high school students, coupled with the general attitude that underage drinking is not a big deal, indicates there is a huge problem in the City of Smithville. The Smithville Police Department made a major attempt to show the high school students and their parents the possible affects of underage drinking by presenting a docu-drama and a lecture from MADD and Community 2000. After the presentation was over, some of the officers heard high school students discussing the party they planned to attend later than evening.

The City of Smithville has six establishments that sell alcohol but only one arrest was made in any of these for MIP. The arrest was made by an off duty plain clothes officer. This arrest reaffirms the need for a stronger approach to MIP and minors attempting to purchase alcohol. However, without additional resources, the Smithville Police Department does not have adequate manpower to effectively combat the problem of underage drinking.

## **GOALS & OBJECTIVES**

To increase enforcement of underage drinking laws for those who supply alcohol to minors and specifically increase "Minor In Possession" and "Attempts to Purchase" arrests in Smithville by 50% over the 2000 baseline comparison.

## **STRATEGIES & ACTIVITIES**

Plainclothes overtime officers were assigned to work special enforcement details during this enforcement period. These details involved undercover operations to identify the illegal sale of alcohol to minors and the illegal attempts by minors to purchase alcohol. Officers insured that clerks obtained proper identification and watched for adult customers purchasing alcohol for minors. Officers contacted the establishment management and explained the program and asked them to display warning signs.

The Smithville Police Department assigned four plainclothes officers in and around the locations that sell alcohol during the times and days when minors have been known to purchase and drink alcohol. Officers monitored checkout lines for minors attempting to purchase alcohol and parking areas for adults purchasing alcohol for minors. The days of operation were Friday and Saturday nights between the hours of 8:00 p.m. and Midnight. Officers concentrated project activities on the seven licensed establishments that sell alcohol off of US Hwy. 69.

## **RESULTS**

Enforcement Activity: Minor DWI - 1, Minor SFST -2, MIP - 10, Open Container - 11, Zero Tolerance - 1, Fake ID - 1, Attempt to Purchase - 23, Selling/Supplying Intoxicating Liquor to Minors - 11, Other Liquor Law Violations - 2, Drug Violations - 3, Other Violations - 14. Total Violations - 79.

Even though this contract period was only for eight months, the Smithville Police Department felt good about the enforcement activity. Many of the officers have a passion for working underage drinking enforcement and this shows in the numbers of minors charged with "attempt to purchase" and adults who were arrested for "selling or supplying alcohol". With this enforcement effort they were able to cut off the alcohol at the source. The message was sent to this community that underage drinking will not be tolerated.

**MDHS Coordinator Tempe Humphrey**

**1-800-800-2358**

**Funds Expended: \$2,671.40**

**PROJECT TITLE:** Safety Improvement and Hazard Elimination – Missouri  
Department of Transportation

**PROJECT NUMBER:** 02-154-AL-65

**PROGRAM AREA(S)**

Alcohol

**JURISDICTION SIZE (population)**

Statewide

**TYPE OF JURISDICTION**

Statewide

**TARGETED POPULATION**

Statewide

**PROJECT CHARACTERISTICS**

Provides funding to the Missouri Department of Transportation to remove and correct roadways that may contain obstacles that pose a threat to motorists, bicyclists, and pedestrians.

**PROBLEM IDENTIFICATION**

The Missouri Department of Transportation maintains a Hazard Elimination Project that corrects hazardous locations on roadways or roadsides. Due to limited funding, all hazardous locations are unable to be corrected.

**GOALS & OBJECTIVES**

To develop a listing of hazardous locations that may be improved through use of this funding.

**STRATEGIES & ACTIVITIES**

The Hazard Elimination Projects will correct hazardous locations, sections, and elements, including roadside obstacles and unmarked or poorly marked roadways which may constitute a danger to motorists, bicyclists, and pedestrians. The projects may be on any public road, public surface transportation facility, or public owned bicycle or pedestrian trail.

**RESULTS**

1. Boone County - Curve super elevation corrected on Route 63 in.
2. DeKalb County – Relocated median crossover and build turning lanes at intersection of Route 36 and Bus. Route 36.
3. Saline County – Relocate and improve intersection of Route P and Route 240.
4. Macon County – Grading and paving for intersection modifications to improve sight distance at Route 3 and Route J.
5. Cole County – Grading, paving, and signals to add turn lanes and geometrics along Business 50 from Dix Road to Southwest Blvd.
6. Cedar County – Grading, drainage, paving, and signals to modify intersection at Route 32 in Eldorado Springs.
7. Greene – Widen crossovers at three intersections: Route 60 at Routes NN and J, Route 60 at FR 193, and Route 60 at FR 195.
8. Webster County – Install traffic signals at the ramp terminals on both sides of the exchange at I-44 and Route 38.
9. Jackson County – Widen eastbound off-ramp, build advanced loop detector and extend deceleration lane at Route F exchange in Oak Grove.

**PROJECT TITLE:** Breath Alcohol Simulators for MSHP—MDHS MEMO  
**PROJECT NUMBER:** 02-157-03-1

**PROGRAM AREA**

Alcohol

**JURISDICTION SIZE**

Statewide

**TYPE OF JURISDICTION**

Statewide

**TARGETED POPULATION**

Missouri Drivers

**PROJECT CHARACTERISTICS**

This in-house memo project provided funding to purchase equipment for the Missouri State Highway Patrol.

**PROBLEM IDENTIFICATION**

The greatest improvement in DWI enforcement in our state will be realized by increasing the percentage of patrol officer's time available for looking for and interdicting DWI suspects. This demand can be met by the acquisition of new and/or updated technology.

**GOALS & OBJECTIVES**

To purchase simulators for the Missouri State Highway Patrol

**STRATEGIES & ACTIVITIES**

To work with state purchasing to set up a state contracts to purchase this equipment. To purchase and deliver equipment to the Missouri State Highway Patrol.

**RESULTS**

Purchased 80 simulators for the Mo. State Highway Patrol.

**PROJECT TITLE:** Equipment for Missouri State Highway Patrol  
**PROJECT NUMBER:** 02-164-AL-1

**PROGRAM AREA(S)**

Alcohol

**JURISDICTION SIZE**

5.5 million

**TYPE OF JURISDICTION**

Statewide

**TARGETED POPULATION**

Missouri Drivers

**PROJECT CHARACTERISTICS**

This project provided funding to purchase breath alcohol testing equipment for the Missouri State Highway Patrol.

**PROBLEM IDENTIFICATION**

The greatest improvement in DWI enforcement in Missouri will be realized by increasing the percentage of patrol officers' time available for seeking and interdicting DWI suspects. This demand can be met by the acquisition of new and/or updated technology.

**GOALS & OBJECTIVES**

To increase successful DWI arrests

**STRATEGIES & ACTIVITIES**

To work with State Purchasing to set up state contracts to purchase in-car video cameras, BAT Vans, Datamasters, and PBTs. To purchase and deliver equipment to the Missouri State Highway Patrol.

**RESULTS**

Purchased 14 Datamasters; 633 video cameras for every highway patrol car in Missouri; 250 PBT's and 3 "Bat Vans."

MDHS Coordinator Lisa Baker

1-800-800-2358

Funds Expended: \$2,778,725.00

**PROJECT TITLE:** Breath Instrument Placement Program--MDHS  
**PROJECT NUMBER:** 02-164-AL-2

**PROGRAM AREA(S)**

Police Traffic Services

**JURISDICTION SIZE (population)**

Statewide

**TYPE OF JURISDICTION**

Statewide

**TARGETED POPULATION**

Law Enforcement Agencies

**PROJECT CHARACTERISTICS**

Breath alcohol equipment installation at the local law enforcement level.

**PROBLEM IDENTIFICATION**

Missouri has successfully reduced the number of breath instruments on the approved products list, but must keep the older instruments in the field working and up-to-date. The challenge in this is to place proper breath instruments in local service in order to stay compliant with standards, and to move the state to two evidential instruments. New instruments must be purchased in order to replace the older models, and then the older models will be rebuilt in order to be reassigned..

**GOALS & OBJECTIVES**

The goals of this project are to purchase new DataMaster instruments for the Missouri State Highway Patrol and to rebuild 134 breath instruments in order to reassign them in the field. The objectives of this program are to develop the priority for placement of the instruments and to completely rebuild the 134 trade-in DataMasters in order to upgrade to new technology.

**STRATEGIES & ACTIVITIES**

Activities for breath instrument placement include ordering new instruments from CMI and National Patent. Also, old instruments were collected as new models were placed in the field.

**RESULTS**

Trade-in collected instruments to rebuild: 59 DataMasters, 53 Verifiers, 26 Intoxilyzers

New instruments placed in the field: 114 DataMasters, 27 Intoxilyzer 5000s

MDHS Coordinator Bill Whitfield

1-800-800-2358

Funds Expended: \$676,500.00

**PROJECT TITLE:** DWI Mini-Grant--Clark County SD  
**PROJECT NUMBER:** 02-164-AL-11

<b>PROGRAM AREA(S)</b> Alcohol	<b>JURISDICTION SIZE (population)</b> 7,416
<b>TYPE OF JURISDICTION</b> Rural	<b>TARGETED POPULATION</b> Intoxicated Drivers

### **PROJECT CHARACTERISTICS**

This project provided overtime funding to conduct DWI Wolfpack Patrols, Sobriety Checkpoints, and Youth Alcohol Enforcement.

### **PROBLEM IDENTIFICATION**

Driving while Intoxicated poses a real and serious threat to the safety of the community. Clark County experienced alcohol related crash and fatality rates on par with St. Louis and Kansas City. A large transient population from neighboring Iowa and Illinois increases the number of intoxicated drivers while providing no increase to the tax base to provide more officers. With 8 establishments serving liquor by the drink, alcohol related problems are a significant issue for the Clark County SD.

### **GOALS & OBJECTIVES**

To reduce the number and frequency of traffic crashes by removing intoxicated and impaired drivers from the streets and roads of Clark County; 10 percent reduction overall in crash statistics.

### **STRATEGIES & ACTIVITIES**

Devised and implemented a multi-pronged approach to accomplish the goals through Sobriety Checkpoints, DWI targeted wolfpack patrols and targeted youth alcohol enforcement. They conducted 4 Sobriety Checkpoints during the grant period. The original plan was to conduct 5 Checkpoints; however, they discovered that wolfpack patrols were much more effective and they opted to utilize the hours allotted for the last Checkpoint in a final targeted patrol weekend. Wolfpack patrols were originally scheduled for all 7 fulltime officers to participate on 18 weekends. Duty schedules, vacations and Deputies choosing not to participate necessitated changes, allowing for extra officers to be on dedicated DWI patrols virtually every weekend. This worked out to be their best option.

### **RESULTS**

The results of this project exceeded their goals. Clark County realized a 50% reduction in fatal traffic crashes, a 45% reduction in personal injury crashes and a 29% reduction in property damage crashes despite a 12% increase in car vs. deer accidents. Clark County arrested a total of 31 intoxicated drivers during the dedicated wolfpack patrols. The Sobriety Checkpoints resulted in 5 additional DWI arrests as well as 2 drug arrests. The Clark County Sheriff's Office arrested an additional 41 intoxicated drivers during the grant period while engaged in other activities. The net results of this project were to make the streets and highways of Clark County safer. The single greatest benefit of this project was the deterrent effect their presence had on those who would have chosen to drive after drinking.

## **SOBRIETY CHECKPOINT YEAR END SUMMARY**

**AGENCY NAME:** Clark County Sheriff's Office

**Sobriety Checkpoint Project # 02-164-AL-11**

Time -- 10:00 p.m. to 3:00 a.m.

Total number of sobriety checkpoints 4

Total number of cars stopped 992

Total number of times video camera used 9

Total number of times videotape used in court 0

Total number of times PBT used 12

Total number of times PBT was the only probable cause test used 0

Total number of man-hours 108.5

Total number of dollars spent 2161.32

## **ARREST TOTALS**

DWI 5                      Drugs 2                      License Violations 13

Total BAC 5                      Total Refusals 0

Total Seat Belt Violations 10                      Total Child Restraint Violations 0

Other 12

Age of Arrested DWI:

16-20 # 1    21-29 # 1    30-39 # 3    40-50 # \_    Over 50 # \_

# GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 02-164-AL-11

Year: FY 2002

Agency Name: Clark County Sheriff's Office

	<b>Entire Department</b>	<b>HMV Enforcement</b>	<b>Occupant Restraint Enforcement</b>	<b>DWI Enforcement</b>	<b>Youth Alcohol Enforcement</b>	<b>Other Project (Please Describe)</b>
DWI Arrests				30	1	
Speeding Violations				285	27	
HMV Violations				204	33	
<b>TOTAL HMV VIOLATIONS</b> <small>(A total of the three above categories)</small>				<b>519</b>	<b>61</b>	
Seat Belt Violations				38	10	
Child Restraint Violations				4	0	
Number of Traffic Stops				638	98	
Number of Hours Worked				1155	112	

Total number of crashes for grant contract period (October 1, 2001 – September 30, 2002):

Fatal 1      Injury 27      Property Damage 100

Reporting Officer's Name Chief Deputy Brian K. Ferring

**PROJECT TITLE:** Mini-Grant DWI Enforcement & Equipment--Crystal City PD  
**PROJECT NUMBER:** 02-164-AL-14

**PROGRAM AREA(S)**

Alcohol

**JURISDICTION SIZE (population)**

4,300

**TYPE OF JURISDICTION**

Rural

**TARGETED POPULATION**

Drinking Drivers

**PROJECT CHARACTERISTICS**

This project provided overtime funding and equipment funding to assist in the apprehension and conviction of drinking and driving violations. The Crystal City Police Department used the overtime funding to conduct saturation details on specific problem nights.

**PROBLEM IDENTIFICATION**

Crystal City had seven (7) identified alcohol related crashes in 2000 plus numerous property damage and leaving the scene accidents late in the evening that they believe are directly attributable to drinking and driving

**GOALS & OBJECTIVES**

To increase alcohol-related arrests at identified locations by 20% over the previous year.

**STRATEGIES & ACTIVITIES**

To have two (2) officers conducting strictly D.W.I. enforcement on previously identified problem nights and hours.

**RESULTS**

Alcohol related arrests increased from 43 to 73--a 107% increase.

MDHS Coordinator Mary Johnson  
1-800-800-2358  
Funds Expended: \$12,784.81

# GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 02-164-AL-14

Year: FY 2002

Agency Name: Crystal City Police Department

	<b>Entire Department</b>	<b>HMV Enforcement</b>	<b>Occupant Restraint Enforcement</b>	<b>DWI Enforcement</b>	<b>Youth Alcohol Enforcement</b>	<b>Other Project (Please Describe)</b>
DWI Arrests	73			5		
Speeding Violations	534			112		
HMV Violations	627			153		
<b>TOTAL HMV VIOLATIONS</b> <small>(A total of the three above categories)</small>	<b>1234</b>			<b>270</b>		
Seat Belt Violations	30			24		
Child Restraint Violations	4			0		
Number of Traffic Stops	2187			363		
Number of Hours Worked	61320			183		

Total number of crashes for grant contract period (October 1, 2001 – September 30, 2002):

Fatal 0      Injury 42      Property Damage 382

Reporting Officer's Name Sgt. Aubrey Smith

**PROJECT TITLE:** DWI Mini-Grant Project--DeSoto PD

**PROJECT NUMBER:** 02-164-AL-16

**PROGRAM AREA(S)**

Alcohol

**JURISDICTION SIZE (population)**

7000

**TYPE OF JURISDICTION**

Urban

**TARGETED POPULATION**

All Drivers

**PROJECT CHARACTERISTICS**

This project provided overtime funding to enforce drinking and driving violations occurring in high accident locations of DeSoto, Missouri. Funding was also provided to purchase one video camera to assist the officers working the saturation details.

**PROBLEM IDENTIFICATION**

The City of DeSoto ranks 68.5 in Missouri alcohol-involved crashes. The City of DeSoto ranks third in alcohol involved crashes of the cities in Jefferson County and second in underage drinking drivers involved crashes in the cities of Jefferson County. The City of DeSoto reported a total of 739 crashes for FY 1998-FY 2000. Alcohol contributed to 3% of all crashes with the majority of these crashes occurring between 8:00 P.M. and 4:00 A.M. on Friday, Saturday and Sunday. With limited manpower responding to consistent calls for service, little time is left to patrol for suspected intoxicated drivers. Limited manpower has, over several years, lowered the amount of dedicated DWI enforcement resulting in fewer arrests.

**GOALS & OBJECTIVES**

- | To reduce alcohol related crashes by 10%.
- | To decrease the number of hazardous moving violations at high accident locations through increased saturation enforcement (traffic arrests, citations and written warnings) with special emphasis on speed and DWI.

**STRATEGIES & ACTIVITIES**

One or two officers will be assigned to work 6-8 hour shifts between 7p.m.-2a.m. on Friday and Saturday.

Officers patrolled the identified high accident locations in a random pattern.

PBT units and in-car video were used at stops where drinking was suspected; SFST was also employed.

**RESULTS**

- 1) Alcohol-related arrests increased from 52 to 125 - a 140% increase
- 2) Alcohol-related crashes decreased from 5 to 3 - a 60% decrease

# GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 02-164-AL-16

Year: FY 2002

Agency Name: DeSoto Police Department

	<b>Entire Department</b>	<b>HMV Enforcement</b>	<b>Occupant Restraint Enforcement</b>	<b>DWI Enforcement</b>	<b>Youth Alcohol Enforcement</b>	<b>Other Project (Please Describe)</b>
DWI Arrests	125			10		
Speeding Violations	462			63		
HMV Violations	1061			96		
<b>TOTAL HMV VIOLATIONS</b> <small>(A total of the three above categories)</small>	<b>1648</b>			<b>179</b>		
Seat Belt Violations	12			0		
Child Restraint Violations	3			0		
Number of Traffic Stops	1647			202		
Number of Hours Worked	32760			134.5		

Total number of crashes for grant contract period (October 1, 2001 – September 30, 2002):

Fatal 0      Injury 48      Property Damage 168

Reporting Officer's Name Lt. Charles T. Stockman

**PROJECT TITLE:** Sobriety Checkpoints--Eureka PD  
**PROJECT NUMBER:** 02-164-AL-20

**PROGRAM AREA(S)**

Alcohol

**JURISDICTION SIZE (population)**  
7,626**TYPE OF JURISDICTION**

Urban

**TARGETED POPULATION**  
Drinking Drivers**PROJECT CHARACTERISTICS**

This project provided funding for DWI saturation patrols and sobriety checkpoints.

**PROBLEM IDENTIFICATION**

Impaired related crashes constitute a major threat to the safety and well-being of the public.

**GOALS & OBJECTIVES**

Reduce impaired related traffic crashes.

**STRATEGIES & ACTIVITIES**

Conduct DWI enforcement project using officers to patrol high accident related crash locations and conduct sobriety checkpoints in search of impaired drivers.

**RESULTS**

This agency conducted two sobriety checkpoints during the project period, which resulted in the 5 DWI arrests and 12 other violations. Officers completed 104 hours of saturation patrols, which resulted in 10 DWI arrests and 134 other Hazardous moving violations. During the period of November 1, 2000 to October 31, 2001 64 DWI arrests were made by this agency. During the project period of November 1, 2001 to October 31, 2002 100 DWI arrests were made.

# GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 02-164-AL-20

Year: FY 2002

Agency Name: EUREKA POLICE DEPARTMENT

	<b>Entire Department</b>	<b>HMV Enforcement</b>	<b>Occupant Restraint Enforcement</b>	<b>DWI Enforcement</b>	<b>Youth Alcohol Enforcement</b>	<b>Other Project (Please Describe)</b>
DWI Arrests	34			15		
Speeding Violations	1122			82		
HMV Violations	272			52		
<b>TOTAL HMV VIOLATIONS</b> <small>(A total of the three above categories)</small>	<b>1428</b>			<b>149</b>		
Seat Belt Violations	38			1		
Child Restraint Violations	2			1		
Number of Traffic Stops	1697			169		
Number of Hours Worked	15480			104		

Total number of crashes for grant contract period (October 1, 2001 – October 31, 2002):

Fatal 2      Injury58      Property Damage245

Sobriety Checkpoint: 2

Total number of DWI Arrests: 5

Total number of cars stopped: 792

Total hours worked: 10

Reporting Officer's Name: Lt. Wilson

## **SOBRIETY CHECKPOINT YEAR END SUMMARY**

**AGENCY NAME: EUREKA POLICE DEPARTMENT**

**Sobriety Checkpoint Project # 02-164-AL-20**

Time -- 10:00 p.m. to 3:00 a.m.

Total number of sobriety checkpoints 2

Total number of cars stopped 792

Total number of times video camera used 0

Total number of times videotape used in court 0

Total number of times PBT used 7

Total number of times PBT was the only probable cause test used 0

Total number of man-hours 45

Total number of dollars spent \$1306.35

## **ARREST TOTALS**

DWI 5                  Drugs 0                  License Violations 12

Total BAC 5                  Total Refusals 0

Total Seat Belt Violations 0                  Total Child Restraint Violations 0

Other 0

Age of Arrested DWI:

16-20 # 2    21-29 # \_    30-39 # 1    40-50 # 2    Over 50 # \_

**PROJECT TITLE:** DWI Saturation/Youth Alcohol Enforcement Overtime--Greene County Sheriff's Department

**PROJECT NUMBER:** #02-164-AL-27

**PROGRAM AREA(S)**

Alcohol

**JURISDICTION SIZE (population)**

240,391

**TYPE OF JURISDICTION**

Urban

**TARGETED POPULATION**

Impaired/Drinking Drivers & Underage Drinkers

**PROJECT CHARACTERISTICS**

This project provided funding for Officers to work overtime to specifically target those who choose to drive while impaired by alcohol or drugs. These Officers worked saturation patrol in high accident locations in Greene County, Missouri specifically in high traffic crash locations. This project also provided funding for 3 In-Car Video Cameras, 7 PBTs, and funding for Sobriety checkpoint surveys. The In-Car Video Cameras have proved to be beneficial throughout the judicial process as it captures the way the intoxicated driver is maneuvering the vehicle as well as the Standardized Field Sobriety Testing. The driver's behavior is caught on video tape and there is no denying the fact they are impaired and a danger to society. Preliminary Breath Tester's are a big contributor to the increase in DWI arrests. They are used whenever an Officer is unsure after administering SFST or when the individual cannot perform SFST. They are also beneficial when dealing with underage drinkers.

**PROBLEM IDENTIFICATION**

Impaired driving and alcohol related crashes are a large contributer to the nation's health problems. Greene County is ranked 4<sup>th</sup> in the state for traffic crashes. A larger percentage of these involved alcohol. With a limited amount of manpower and the increase in calls for service, it is difficult for Officers to target impaired drivers while on normal patrol. Wednesday, Thursday, Friday, and Saturday evenings between 10:00pm and 3:00am are the peak times for intoxicated driving. These are also some of the busiest times for our Officers working patrol.

**GOALS & OBJECTIVES**

Decrease traffic violations in high accident locations through increased saturation enforcement, traffic arrests, citations and written warnings with special emphasis on DWI.

Increase alcohol-related arrests.

**STRATEGIES & ACTIVITIES**

Officers of the Greene County Sheriff's Department worked overtime DWI enforcement on Wednesday, Thursday, Friday, and Saturday evenings as well as other holidays known for heavy drinking. These officers worked between 10:00pm and 3:00am around the areas of bars and nightclubs as well as the back roads near them, which are high alcohol related crash sites. During the month of April, the Missouri Safety Center loaned the Greene County Sheriff's Department their BAT Van resulting in 111 arrests. The month of April 2002 was the best month for DWI arrests in the history of the Sheriff's Department. During the month of May, prom nights were targeted for underage drinking. The Sheriff's Department worked in partnership with area law enforcement specifically the Springfield Police Department to target intoxicated drivers.

**RESULTS**

During the grant project period of November 2001 through October 2002 there were 713 arrests for DWI which is a 379% increase over the same time period for the previous year, November 2000 through October 2001 which only had 188 arrests for DWI.

# GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: #02-164-AL-27

Year: FY 2002

Agency Name: Greene County Sheriff's Department

	<b>Entire Department</b>	<b>HMV Enforcement</b>	<b>Occupant Restraint Enforcement</b>	<b>DWI Enforcement</b>	<b>Youth Alcohol Enforcement</b>	<b>Other Project (Please Describe)</b>
DWI Arrests				228		
Speeding Violations				322		
HMV Violations				849		
<b>TOTAL HMV VIOLATIONS</b> <small>(A total of the three above categories)</small>				<b>1,399</b>		
Seat Belt Violations				55		
Child Restraint Violations				6		
Number of Traffic Stops				2,006		
Number of Hours Worked				1,930		

Total number of crashes for grant contract period (October 1, 2001 – September 30, 2002):

Fatal \_\_\_\_\_ Injury \_\_\_\_\_ Property Damage\_\_\_\_\_

Reporting Officer's Name Jack L. Merritt, Sheriff

**PROJECT TITLE:** PTS-DWI Saturation Overtime--Willard PD  
**PROJECT NUMBER:** 02-164-AL-75

**PROGRAM AREA(S)**

Alcohol

**JURISDICTION SIZE (population)**

3800

**TYPE OF JURISDICTION**

Rural

**TARGETED POPULATION**

Alcohol Impaired Drivers

**PROJECT CHARACTERISTICS**

This project provided overtime funding to enforce drinking and driving violations occurring in high accident locations of Willard, Missouri. Funding was also provided to purchase 2 Preliminary Breath Test (PBT) units and mouthpieces to assist the officers working the saturation details. The Willard Police Department coupled their enforcement activities by conducting saturation in conjunction with the Greene County Sheriff's Department. County-wide, agencies received high profile media coverage prior to and following enforcement activities. This was done in an attempt to raise public awareness to the number of drinking drivers in Willard and Greene County and the response by the police department to curb the number of people drinking and driving.

**PROBLEM IDENTIFICATION**

Willard had 4 alcohol-related crashes in the previous grant year (11/1/00 - 10/31/01). There were 34 DWI arrests within this same counting period. The majority of these arrests and accidents were occurring on the 4 major highways in town: US Highway 160, State Highways AB, Z, and O. With limited manpower, responding to calls for service and patrolling the city, little time is left to patrol these high crash and DWI-infested areas with saturation enforcement and dedicated patrol.

**GOALS & OBJECTIVES**

- 1) To increase alcohol-related arrests citywide by 50% over previous 12-month period
- 2) To decrease alcohol-related crashes citywide by 50% over previous 12-month period

**STRATEGIES & ACTIVITIES**

- \* Two officers were assigned to work 6 to 8 hour shifts between 1900 hours and 0300 hours on Weekends and Holidays
- \* Officers patrolled citywide, with an emphasis on US Highway 160 a major thoroughfare in the city
- \* PBT units were used at stops where drinking was suspected; SFSTs and the department's DRE were also utilized for this project

**RESULTS**

- 1) Alcohol-related arrests increased from 34 (11/1/00 - 10/31/01) to 80 (11/1/01 - 10/31/02) - a 135% increase
- 2) Alcohol-related crashes decreased from 4 (11/1/00 - 10/31/01) to 2 (11/1/01 - 10/31/02) - a 50% decrease

Based on these statistics, this effort yielded results much greater than anticipated. Excitement generated by receiving this grant encouraged all officers, not just overtime DWI enforcement officers, to actively seek out alcohol-impaired drivers and the positive results are evident in the year-end stats.

# GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 02-164-AL-75

Year: FY 2002

Agency Name: Willard Police Department

	<b>Entire Department</b>	<b>HMV Enforcement</b>	<b>Occupant Restraint Enforcement</b>	<b>DWI Enforcement</b>	<b>Youth Alcohol Enforcement</b>	<b>Other Project (Please Describe)</b>
DWI Arrests	80			7		
Speeding Violations				79		
HMV Violations				90		
<b>TOTAL HMV VIOLATIONS</b> <small>(A total of the three above categories)</small>				<b>176</b>		
Seat Belt Violations				3		
Child Restraint Violations				1		
Number of Traffic Stops				371		
Number of Hours Worked				161		

Total number of crashes for grant contract period (November 1, 2001 – October 31, 2002):

Fatal 0      Injury 14      Property Damage 69

Reporting Officer's Name Officer Lori (Rhoden) Clawson 1607

**PROJECT TITLE:** Sobriety Checkpoint/Youth Alcohol Enforcement--Willow Springs  
**PROJECT NUMBER:** 02-164-AL-76

**PROGRAM AREA(S)**

Alcohol

**JURISDICTION SIZE (population)**

2,000

**TYPE OF JURISDICTION**

Urban

**TARGETED POPULATION**

Drinking Drivers

**PROJECT CHARACTERISTICS**

This project provided overtime funding to enforce drinking and driving violations occurring in Willow Springs, Missouri. Funding was also provided to purchase several pieces of equipment used in conducting sobriety checkpoints. Equipment such as an in-car camera, 2 PBTs, 1 generator, 3 light towers flares and safety vests.

**PROBLEM IDENTIFICATION**

Because of the routine calls for service, the Willow Springs Police Department could not effectively pursue DWI offenders.

**GOALS & OBJECTIVES**

The objective was to conduct sobriety checkpoints with the assistance of neighboring law enforcement agencies such as Howell County Sheriff Department, Mountain View Police Department and the Missouri State Highway Patrol. The goal was to educate the public on the dangers of DWI by use of the local media and cooperation of local agencies.

**STRATEGIES & ACTIVITIES**

10 Sobriety checkpoints were conducted in the City Limits of Willow Springs with the assistance of local law enforcement agencies. Arrests were made for DWI as well as information informing the motoring public to the dangers of DWI.

**RESULTS**

15 DWI arrests were made during the checkpoints along with 2 drug arrests, 21 license violations, 27 seat belt violations, and 2 child restraint violations. Other area law enforcement agencies are interested in conducting sobriety checkpoints in their jurisdictions.

## **SOBRIETY CHECKPOINT YEAR END SUMMARY**

**AGENCY NAME:**  
**Willow Springs Police Department**  
**Sobriety Checkpoint Project # 02-164-AL-76**  
**Time -- 10:00 p.m. to 3:00 a.m.**

Total number of sobriety checkpoints 10

Total number of cars stopped 1949

Total number of times video camera used 17

Total number of times videotape used in court 1

Total number of times PBT used 16

Total number of times PBT was the only probable cause test used 0

Total number of man-hours 206.5

Total number of dollars spent 3145.23

### **ARREST TOTALS**

DWI 15      Drugs 2      License Violations 21

Total BAC 20      Total Refusals 2

Total Seat Belt Violations 27      Total Child Restraint Violations 2

Other 182

Age of Arrested DWI:

16-20 #4    21-29 #6    30-39 #3    40-50 #1    Over 50 #1

**PROJECT TITLE:** DWI Patrol/Sobriety Checkpoints--Woodson Terrace PD  
**PROJECT NUMBER:** 02-164-AL-77

**PROGRAM AREA(S)**

Alcohol

**JURISDICTION SIZE (population)**

4,189

**TYPE OF JURISDICTION**

Urban

**TARGETED POPULATION**

Drinking Drivers

**PROJECT CHARACTERISTICS**

This project provided overtime funding to enforce drinking and driving violations occurring in high accident locations of Woodson Terrace, Missouri. Funding was also provided to purchase 2 Preliminary Breath Test (PBT) units to assist the officers working the details. Woodson Terrace Police Department coupled their enforcement activities with high profile media releases following the sobriety checkpoints and saturation patrols. This was done in an attempt to raise public awareness to the number of drinking drivers within the city limits of Woodson Terrace

**PROBLEM IDENTIFICATION**

Woodson Terrace is located in northwest St. Louis County and has 2 state highways ( Hwy M115- Natural Bridge and Rt. EE - Woodson Road ), as well as, Interstate 70. Interstate 70 connects to additional Interstate Highways ( I-270 and I-170 ) which allow a major increase in traffic flow. These Highways and Interstates are used extensively by commuters. Intoxicated and/or Impaired driving have continuously increased over the past 5 years, with impaired related crashes constituting one of the nations leading health problems. Statistics show that 65 of the 368 crashes were alcohol related

**GOALS & OBJECTIVES**

To increase alcohol related enforcement to reduce the number of intoxicated and/or impaired drivers on the roadways, located within the city limits of Woodson Terrace, which would reduce the amount of property damage and injuries that are related to crashes involving alcohol. As a result, this proactive enforcement would not only result in the arrest and prosecution of impaired and/or intoxicated drivers, it would allow for treatment and education of the violators concerning alcohol-related incidents

**STRATEGIES & ACTIVITIES**

1. Assign two(2) officers twice a month during the previously investigated peak months and hours.
2. Patrols identified high accident locations and/or in an area where a majority of DWI arrests have been made.
3. PBT units were used at stops where drinking was suspected; SFST were also employed.

**RESULTS**

During the grant period, the City of Woodson Terrace made thirty-eight (38) arrests for Driving While Intoxicated, with nine(9) coming from the DWI Saturation Patrol and ten(10) coming from Sobriety Checkpoints. This project showed a 50 % increase in DWI arrests. Based on these statistics, this effort yielded results much greater than anticipated.

# GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 02-164-AL-77

Year: FY 2002

Agency Name: WOODSON TERRACE POLICE DEPARTMENT

	<b>Entire Department</b>	<b>HMV Enforcement</b>	<b>Occupant Restraint Enforcement</b>	<b>DWI Enforcement</b>	<b>Youth Alcohol Enforcement</b>	<b>Other Project (Please Describe)</b>
DWI Arrests				19		
Speeding Violations				37		
HMV Violations				31		
<b>TOTAL HMV VIOLATIONS</b> <small>(A total of the three above categories)</small>				<b>87</b>		
Seat Belt Violations				21		
Child Restraint Violations				3		
Number of Traffic Stops				425		
Number of Hours Worked				174.0		

Total number of crashes for grant contract period (October 1, 2001 – September 30, 2002):

Fatal 0      Injury 73      Property Damage 368

Reporting Officer's Name Patn. Robert Huffmon #61

## **SOBRIETY CHECKPOINT YEAR END SUMMARY**

**AGENCY NAME: WOODSON TERRACE**

**Sobriety Checkpoint Project # 02-164-AL-77**

**Time -- 10:00 p.m. to 3:00 a.m.**

Total number of sobriety checkpoints 2

Total number of cars stopped 315

Total number of times video camera used 6

Total number of times videotape used in court 0

Total number of times PBT used 10

Total number of times PBT was the only probable cause test used 0

Total number of man-hours 56

Total number of dollars spent \$8,304.13 ( Overtime & Equipment )

### **ARREST TOTALS**

DWI 10      Drugs 2      License Violations 15

Total BAC 6      Total Refusals 4

Total Seat Belt Violations 15      Total Child Restraint Violations 0

Other \_\_\_\_\_

Age of Arrested DWI:

16-20 # 2    21-29 # 3    30-39 # 3    40-50 # 2    Over 50 # 0

**PROJECT TITLE:** DWI Saturation Overtime--Strafford PD  
**PROJECT NUMBER:** 02-164-AL-95

<b>PROGRAM AREA(S)</b> Police Traffic Services	<b>JURISDICTION SIZE (population)</b> 1,845
<b>TYPE OF JURISDICTION</b> Rural	<b>TARGETED POPULATION</b> Drinking Drivers

### **PROJECT CHARACTERISTICS**

This project provided overtime funding to enforce drinking and driving violations occurring at high accident locations in Strafford. Funding was also provided to purchase 4 portable breath testing devices (PBT) to assist the Officers working the saturation details. The Police Department coupled their enforcement activities with high profile media releases following the saturation patrols. This was done in an attempt to raise public awareness to the number of drinking drivers in the City and the response by the Police Department to curb the number of people drinking and driving.

### **PROBLEM IDENTIFICATION**

The City of Strafford had 63 crashes and made 39 arrests for driving while intoxicated during the year 2001. Manpower shortage and routine calls for service prevented the concentration of enforcement on DWI violations.

### **GOALS & OBJECTIVES**

To increase public awareness of drinking drivers in Strafford and to deter DWIs by education and enforcement.

### **STRATEGIES & ACTIVITIES**

Officers worked saturation patrols citywide during high DWI times, mainly on Friday and Saturday nights. PBTs were used along with SFST when drivers were suspected of driving impaired. The Police Department participated in educating young adults about the dangers of DWI.

### **RESULTS**

From Jan. 1, 2002 to Oct. 31, 2002 Strafford Police Department made 39 arrests 11 of the DWI arrests were during the saturation periods or 42% of all DWIs during the 10 months. This compares to 39 arrests for all of 2001. Traffic crashes increased from 63 in 2001 to 85 in 2002. A mock DWI traffic crash was conducted at Strafford schools for educational purposes.

# GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 02-164-AL-95

Year: FY 2002

Agency Name: Strafford Police Department

	<b>Entire Department</b>	<b>HMV Enforcement</b>	<b>Occupant Restraint Enforcement</b>	<b>DWI Enforcement</b>	<b>Youth Alcohol Enforcement</b>	<b>Other Project (Please Describe)</b>
DWI Arrests				11		
Speeding Violations				39		
HMV Violations				60		
<b>TOTAL HMV VIOLATIONS</b> <small>(A total of the three above categories)</small>				<b>110</b>		
Seat Belt Violations				9		
Child Restraint Violations				0		
Number of Traffic Stops				172		
Number of Hours Worked				160		

Total number of crashes for grant contract period (October 1, 2001 – September 30, 2002):

Fatal 0      Injury 13      Property Damage 93

Reporting Officer's Name Justhan I Webster

**PROJECT TITLE:** Standard Field Sobriety Test (S.F.S.T.) 164 Basic Program--CMSU  
**PROJECT NUMBER:** 02-164-AL-98

**PROGRAM AREA(S)**

Alcohol

**JURISDICTION SIZE (population)**

Statewide

**TYPE OF JURISDICTION**

Statewide

**TARGETED POPULATION**

Law Enforcement Officers

**PROJECT CHARACTERISTICS**

Law enforcement training

**PROBLEM IDENTIFICATION**

The act of identification of impaired drivers on Missouri streets and roadways is an ongoing challenge given the complexity of the traffic environment and the increasing demands placed on the limited number of officers available to work the streets on a 24 hour basis. There exists a strong need for high quality training to be administered at the regional or local level for field/street officers, and must be consistent with the National Highway Traffic Administration's standardized curriculum.

**GOALS & OBJECTIVES**

The goals of this program are to increase the instructor base for the conduct of S.F.S.T. certified training, and to also increase the number of officers trained in the N.H.T.S.A. certified 20 hour S.F.S.T. curriculum. The objectives of this course are to conduct one instructor certification course and nine local programs to provide certified S.F.S.T. training to areas of the state where need is determined.

**STRATEGIES & ACTIVITIES**

This program offered S.F.S.T. Basic Training, a 20-hour program, at five various locations in Missouri. This course provides officers the opportunity to develop the practical S.F.S.T. skills needed for successful apprehension and conviction of impaired drivers.

**RESULTS**

The S.F.S.T. Basic Training Course was offered in five locations, which included Jefferson County Sheriff's Department, Clay County Sheriff's Department, Cape Girardeau Police Department, St. Charles County Sheriff's Department, and Marceline Police Department. The five courses combined offered training to 84 law enforcement officers.

**PROJECT TITLE:** Breath Alcohol Testing Unit--Springfield PD  
**PROJECT NUMBER:** 02-164-AL-99

**PROGRAM AREA(S)**

Alcohol

**JURISDICTION SIZE (population)**

City of Springfield (185,000)

**TYPE OF JURISDICTION**

Urban

**TARGETED POPULATION**

Drinking Drivers

**PROJECT CHARACTERISTICS**

The command staff of the department places a high priority on reducing the number of crashes involving impaired drivers. They have dedicated a squad of officers whose primary function is to attack the problem. This unit has 5 officers and a supervisor and has had a very definite impact. In 2001 there were four officers that are certified as Drug Recognition Experts. The Springfield Police Department has historically been a leader in Missouri for conducting sobriety checkpoints. They still routinely use a BAT van, originally supplied by MDHS for all checkpoints. Grant year 2000-2001 they conducted four checkpoints and apprehended approximately 60 impaired drivers. The community provides a lot of support to continue these efforts and the checkpoints provide a deterrent to a lot of drivers considering drinking and driving. This project provided funding to purchase a large Breath Alcohol Testing unit to enhance the enforcement efforts.

**PROBLEM IDENTIFICATION**

Springfield has a full-time population of 151,580. Year 2000 population estimate for 40-mile radius of Springfield is 591,157. Convention and tourism reports approximately 1million overnight visitors in 1998. The county seat, Springfield, is the third largest city in Missouri and consistently ranks in the top ten percentiles of fatal and personal injury traffic crashes. The community experienced a decrease from 4,032 to 3,967 persons injured from 1999 to 2000. According to the Missouri State Highway Patrol, Springfield ranked the third highest city overall for crashes in 2000 and third for alcohol-related crashes. Alcohol-related crashes continue to be a very significant problem in Springfield. In the year 2000, they recorded 272 total alcohol-related crashes (an increase of 17 compared to 1999). Of those crashes, 118 were injury crashes. According to local data, approximately 50% of the Sunday crashes occur from midnight to 3:59a.m. Nearly 60% of all alcohol-related crashes occur on Thursday, Friday and Saturday. Current schedules have their enforcement officers working those days, by a grant allows some additional enforcement to be done on Tuesday, which recorded the same number of crashes as Thursday.

**GOALS & OBJECTIVES**

Goal: To reduce Alcohol-related crashes

Objectives:

- Detect and apprehend all impaired drivers on targeted roadways
- Conduct sobriety checkpoints at or near high DWI crash/arrest locations.

**STRATEGIES & ACTIVITIES**

- Draw up specifications for the BAT unit
- Put specs out for bids
- Review bid proposal & award successful bidder
- Accept receipt of completed BAT unit

**RESULTS**

The Springfield PD was not able to take possession of the unit until the end of the contract period due to the amount of time required to spec, bid, award and build the unit. The unit met all specifications requested and required by the Springfield Police Department. The purpose of the vehicle is to provide on-site DWI testing as well as a location for drivers to be tested for impairment due to drug use. The equipment purchased will make sobriety checkpoint areas safer for motorists and law enforcement personnel. A local press conference was held to announce the purchase and intent of the unit.

**PROJECT TITLE:** Gas Chromatograph for MSHP Satellite Laboratories  
**PROJECT NUMBER:** 02-164-AL-100

**PROGRAM AREA(S)**

Alcohol

**JURISDICTION SIZE (population)**

Statewide

**TYPE OF JURISDICTION**

Statewide

**TARGETED POPULATION**

Statewide

**PROJECT CHARACTERISTICS**

Crime Laboratory services of Missouri State Highway Patrol are available to all local, county, and state agencies at no cost. Modern state of the art lab equipment is essential to ensure top quality lab analysis. The five Satellite Labs of the Missouri State Highway Patrol Crime Laboratory provide lab analysis in the area of DWI enforcement to agencies throughout the state of Missouri.

**PROBLEM IDENTIFICATION**

Instrumentation used by Missouri State Highway Patrol Crime Laboratory to analyze blood samples from impaired drivers is inadequate and in need of upgrade.

**GOALS & OBJECTIVES**

Provide improved blood alcohol analysis services to all law enforcement agencies enforcing DWI laws.

**STRATEGIES & ACTIVITIES**

Purchase one new gas chromatograph for each Missouri State Highway Patrol Satellite Laboratory to perform analysis of blood samples from impaired drivers arrested for Driving While Intoxicated. The five laboratories are located in Macon, Park Hills, Springfield, Willow Springs, and St. Joseph, Missouri.

**RESULTS**

The instrumentation purchased for the five satellite laboratories has been installed and validated. This has significantly improved each laboratory's ability to provide reliable lab services. The new instrumentation is much more reliable and subject to virtually no downtime. The end result is improved blood alcohol analysis to all agencies throughout the state of Missouri, and more effective DWI enforcement.

**PROJECT TITLE:** DWI/Vehicular Homicide Seminar--Missouri Office of Prosecution Services

**PROJECT NUMBER:** 02-J7-03-14

**PROGRAM AREA(S)**

Alcohol

**JURISDICTION SIZE (population)**

Statewide

**TYPE OF JURISDICTION**

Statewide

**TARGETED POPULATION**

Prosecutors

**PROJECT CHARACTERISTICS**

This project funded a DWI/Vehicular Homicide Seminar for prosecutors and law enforcement officers that addressed investigation, prosecution and legal updates. Areas of interest include toxicology, accident reconstruction, Department of Health Rules and Regulations, and updates on administrative and legal issues, investigation and prosecution.

**PROBLEM IDENTIFICATION**

Specific and technical training is necessary when prosecuting certain cases, specifically vehicular homicide cases. Also, from talking to prosecutors, it had become evident that until this point, there had been little or no training in the state that brought prosecutors and law enforcement officers together for training on the technical aspects of prosecuting an impaired driver. Increased training for prosecuting attorneys and their staffs on the technical aspects of impaired driving, with the inclusion of law enforcement officials and Department of Revenue attorneys in the training, enhanced the communication level in the various jurisdictions.

**GOALS & OBJECTIVES**

**Goal:** To increase the number of successful investigations and prosecutions of DWI/Vehicular Homicide cases in Missouri by providing DWI training to prosecutors and law enforcement officials by sponsoring the DWI/Vehicular Homicide Seminar.

**STRATEGIES & ACTIVITIES**

- 1) Host the Seminar at the Lodge of the Four Seasons, Lake of the Ozarks, on May 2-3, 2002
- 2) Invite prosecutors, law enforcement officers, and Department of Revenue personnel from across the State to attend
- 3) Offer 11 hours of POST credit for law enforcement personnel and 15.1 hours of MCLE credit for attorneys
- 4) Perform a seminar evaluation on the quality of the speakers and the program content.
- 5) Utilize speakers who are renowned experts and have the ability to address both law enforcement and prosecutors and hold the interest of both
- 6) Utilize funding to secure 3 out-state speakers plus additional in-state speakers and provide 23 scholarships for State Highway Patrol personnel and 1 Liquor Control agent (additional expenses were covered by registration fees)

**RESULTS**

Approximately 89 prosecutors, law enforcement officials, related officials and faculty participated in this program. Written evaluations were conducted and the program received excellent evaluation. Students were encouraged to take the techniques they learned back to their local jurisdictions. Approximately 30 jurisdictions, as well as statewide officials, were represented at the DWI/Vehicular Homicide Seminar. Because there tends to be high turnover in handling DWI cases in prosecutors' offices and there is always high turnover with law enforcement, it is important to encourage attendance by these agencies.

Because Missouri is a decentralized state, there is no way to measure the number of successful investigations and prosecutions of DWI/Vehicular Homicide cases in the state prior to and after the training. There is no centralized database at this time for this information, and it is not possible for the MOPS office to access this information and require submission of this information either prosecutors or law enforcement officers.

**MDHS Coordinator Mary Johnson****1-800-800-2358****Funds Expended: \$10,204.22**

**PROJECT TITLE:** Case Management--Missouri Office of Prosecution Services  
**PROJECT NUMBER:** 02-J7-03-25

**PROGRAM AREA(S)**

Alcohol

**JURISDICTION SIZE (population)**

Statewide

**TYPE OF JURISDICTION**

Statewide

**TARGETED POPULATION**

Prosecutors

**PROJECT CHARACTERISTICS**

This project funded the development of training curriculum for prosecutors' offices based on the principles developed in the Prosecutor's Guidebook to Misdemeanor Case Management which was developed through similar funding in 2001. The project is designed to assist the prosecutor and staff to assess weaknesses and to develop action steps to help them manage misdemeanor and traffic/alcohol related offense caseloads. An advisory group consisting of the Executive Director of the Missouri Office of Prosecution Services, the chief assistant circuit attorney in charge of misdemeanors for the Circuit Attorney for the City of St. Louis City and a member of the National Association of Prosecutor Coordinators reviewed curriculum developed by an independent contractor. A pilot test of the curriculum was held with staff of 5 prosecutors offices in the state of Missouri.

**PROBLEM IDENTIFICATION**

Nationwide, traffic and misdemeanor cases constitute the largest proportion in prosecutors' offices. Although they theoretically follow a simpler adjudication and disposition process than felony cases, their sheer volume, nonetheless, creates manpower and management problems that most frequently result in inefficient or ineffective prosecutions.

Little attention has been given to the effective management of lower courts except in so far as they are the intake points for felony cases. Yet at the NY prosecutors Training Institute held in August 1999, the major prosecution management priority was the lower courts and dealing with the high volume of traffic offenses and moving violations in these courts. There is a major discrepancy between the goals of law enforcement with respect to emphasizing traffic and highway safety and the real effects of prosecution. As a result, the priority given by law enforcement to promote compliance with traffic laws, increase highway safety, and deter illegal and dangerous behavior is not generally mirrored by prosecution and the courts.

The high volume of cases and their low priority relative to felony cases works against appropriate sanctioning and treatment. When moving violations are dismissed because arresting police officers are not in court, when cases are dismissed because they were not set on the calendar for over a year, when prosecution policies and priorities about misdemeanor and traffic cases are inconsistent, the basic law enforcement goals of prevention and deterrence are subverted.

It is also necessary that prosecution staff be given the necessary tools to recognize office weaknesses and needs and to then develop action plans for case management. Thus, a training curriculum is necessary to encourage the prosecutor and staff to work through principles developed in the Prosecutor's Guidebook.

**GOALS & OBJECTIVES**

This project coordinated a merger of the Division of Highway Safety and NHTSA's interest in promoting traffic safety and in improving adjudication, and the local prosecutor's interest in delivering quality prosecutorial services efficiently and effectively. This project was the first time that an extensive study of prosecutor methods in the areas of management and traffic safety cases has been done with concrete suggestions for prosecutors to better manage these cases. The goals of the project were:

- 1) To increase public safety by giving appropriate attention and priority to misdemeanor cases and obtaining just and equitable dispositions.
- 2) To ensure the equitable distribution of justice in misdemeanor courts through the adoption of uniform policies and guidelines.
- 3) To promote efficient case processing for misdemeanors and traffic offenses through management and operational procedures that support efficient and effective prosecution.
- 4) To introduce cost benefits to law enforcement agencies, prosecutors and the courts.
- 5) To provide state prosecution agencies with training materials addressing misdemeanor case management and a "train the trainer" capability.
- 6) To develop products that will be useful nationwide.

## **STRATEGIES & ACTIVITIES**

- 1) Following the development of the Prosecutor's Guidebook for Misdemeanor Case Management, a contract was established with the Jefferson Institute for Justice Studies, a non-profit, independent subcontractor with extensive experience in this area to develop training curriculum to teach the principles of the prosecutor's guidebook.
- 2) The following curriculum advisory committee was established. A mix was sought of prosecutors involved in misdemeanor/highway safety cases as well as trainers with highway safety background with experience in training and curriculum development: Elizabeth L. Ziegler--Executive Director of the Missouri Office of Prosecution Services and Project Director for this project; Pippa Barrett--Chief misdemeanor assistant for the Circuit Attorneys Office in the City of St. Louis. Supervisor for all misdemeanor prosecutions; Paula Calhoun--Deputy Director of the South Carolina Solicitor's Association. The office receives considerable federal funding from the South Carolina Division of Highway Safety for training as well as a Highway Safety Attorney to provide training in this area. Paula serves as the training coordinator for the office and has considerable curriculum development experience. She is a member of the National Association of Prosecutor Coordinators.
- 3) A topical outline was developed for this project and was distributed for review by the curriculum advisory group. The Guidebook in Phase 1 served as the starting point, and the prospect of including forms and other materials as part of the training curriculum was discussed.
- 4) The Contractor designed lesson plans, an evaluation instrument and a draft of the course instructor's guide for review by the curriculum advisory committee which were reviewed with the curriculum advisory committee. Based on input given , the draft was revised for presentation for a pilot test. Student materials were developed upon final agreement of the instructors manual.
- 5) Five target counties were invited to the pilot training session. One complete module of a chapter of the guidebook was to be piloted. Depending on the size of the office, the elected prosecutor, misdemeanor (highway safety case) assistants if there are such, and support staff were invited. The guidebooks would be handed out as part of the training as the training session would help define management issues raised in the guidebook and training would assist the participant in working through self - assessment and management ideas presented.
- 6) A Pilot of the curriculum training was held. The participating counties were Texas, Phelps, Stone, Newton and McDonald. All participating counties sent a team, including the elected prosecutor, and any assistant and support staff assigned to misdemeanor /traffic safety cases. The full intake and screening module was tested and all participants filled out evaluations of the course. Six Prosecutor Coordinators (one a member of the curriculum advisory committee) with an interest in traffic safety issues and/or a staff member dedicated to traffic safety issues attended the pilot selected (North Carolina--this state has a traffic safety coordinator position and has been involved in similar projects; NAPC Program Coordinator --this individual has contact with all NAPC member states and administers the NAPC/NHTSA Cooperative Agreement on behalf of NAPC; Louisiana; Oklahoma; and South Dakota). All NAPC participants conduct training programs in their own states.
- 7) A curriculum review with the contractor, advisory committee and NAPC representatives took place just following the pilot demonstration. The curriculum was revised so that the course could be presented in either half-day, full-day or two day segments. This enabled certain modules to be taught rather than the entire course and enabled offices to develop action plans for the modules selected to be taught at any training.

## **RESULTS**

The final curriculum training materials were delivered and the curriculum will be available for independent training by the prosecutor coordinator. The materials consist of an instructor's guide, a participant guide and the guidebook. In addition, powerpoint slides for all training were developed and delivered. All materials were developed on computer disc and in hard copy.

**MDHS Coordinator Mary Johnson  
1-800-800-2358  
Funds Expended: \$130,180.81**



## OCCUPANT PROTECTION

It is well recognized that one of the best forms of protection from death and injury when traveling in a motor vehicle is seat belts and child safety seats. In Missouri the usage rate for seat belts was 69.37% in 2002—up from the previous year when it was 67.91%, but still lower than the national average. Misuse of child safety seats is conservatively figured in the upper 80 percentile. This program area addressed means to encourage people to wear their seat belts (every time they are riding in a vehicle) and also to educate parents/ caregivers on the proper installation and use of child safety seats.

The greatest effort in the Occupant Restraint area was implementation of Missouri's *Click It. Don't Risk It.* seat belt campaign. Paid advertising was used to produce radio public service announcements and billboards. Specific emphasis was placed on reaching the minority populations and male pickup truck drivers – Missouri's two highest risk groups.

In addition to funding activities in this program area with Regular 402 funds, the Division received 157 Innovative funds to support education and enforcement efforts. Some activities are also identified within the Public Information and Education program area.

### SECTION 157 INNOVATIVE GRANT FOR ENHANCED OCCUPANT PROTECTION INITIATIVES

Missouri applied for and received this grant, which allowed the state to enhance current countermeasure efforts. Enforcement plays a key role in the public's perception of the risk of arrest—if they see the laws are being enforced, they will hopefully drive in a safer manner. Activities supported from these grant funds capitalize on that. With the tight budgets that law enforcement agencies continue to operate from, it was decided that a statewide Special Traffic Enforcement Program (sSTEP) approach would facilitate a coordinated effort. It was also decided that a strong media campaign, coupled with law enforcement efforts, would have a greater impact.

In order to effectively determine misuse of child safety seats, and correct that misuse, parents/caregivers must be able to bring their vehicle and child safety seat to a certified technician to be shown how to correctly install their child safety seats. In order to accomplish this, individuals must be trained as certified child safety seat training Instructors. These instructors then train certified technicians who are equipped to check the safety seats for proper installation. Established locations, dubbed “fitting stations” have to be identified where the seats and vehicles can be brought for the proper check. To date, Missouri has trained 35 Instructors, certified approximately 500 technicians, and has 63 operational fitting stations through the state.

#### BENCHMARKS

Established	Result
Establish a baseline seat belt usage rate for Missouri that is recognized by NHTSA	Missouri's seat belt survey methodology was approved by NHTSA & survey was completed in September 2002
Increase seat belt use rate to 70%	Usage rate increased to 69.37%
Produce materials that educate the public on the importance of wearing seat belts and the importance of primary enforcement laws	Radio and billboard campaigns were developed; media releases were held prior to and following statewide STEP waves/mobilizations;
Establish a base of certified instructors to teach proper installation of child safety seats	A statewide base of instructors (35) is available and more are continually being certified

#### Strategies

Identified	Implemented
Conduct NHTSA-approved statewide seat belt surveys annually in September	Completed by Missouri Safety Center at CMSU
Establish child safety seat “give-away” type programs	Programs for needy families available through the Highway Patrol, Safe Communities, and Safe Kids Coalitions
Conduct child safety seat training programs	Programs were offered statewide
Conduct seat belt checkup events and educational programs through local law enforcement agencies, Safe Communities, THINK 1 <sup>ST</sup> and safety organizations	Educational and enforcement activities were accomplished through law enforcement projects; Safe Communities, MDHS, SAFE Kids, National Guard, Fire Departments hosted checkup events; MDHS, Safe Communities & SAFE Kids made educational presentations & exhibited at conferences, safety fairs, etc.
Utilize 157 funds to purchase paid advertising	Contracted for <i>Click It. Don't Risk It.</i> campaign – see Addendum #2

**PROJECT TITLE:** Occupant Protection Educational Materials and Training—MDHS Memo Project

**PROJECT NUMBER:** 02-OP-05-2

**PROGRAM AREA(S)**

Occupant Protection

**JURISDICTION SIZE (population)**

5.5 million

**TYPE OF JURISDICTION**

Statewide

**TARGETED POPULATION**

All drivers

**PROJECT CHARACTERISTICS**

Funds were used to provide educational materials/curriculum to be utilized by Missouri's preschools and grade schools to educate these students on safety belt/safety restraint usage.

**PROBLEM IDENTIFICATION**

The field of traffic safety is dynamic in nature with ever-changing laws, guidelines, and safety/technology advancements. Without an outlet to coordinate dissemination of this information, law enforcement agencies, safety advocates, schools, health care providers, the judiciary, and the public in general, would often not have access to the most current information.

**GOALS & OBJECTIVES**

The Division of Highway Safety will keep the public informed regarding traffic-safety issues which could include updates in the laws and advances in technology.

**STRATEGIES & ACTIVITIES**

1. Assess needs
2. Design, produce and disseminate materials
3. Offer training

**RESULTS**

- Buckle Up America packets were mailed out during CPS week
- Tethering Manuals were ordered from International Center for Injury Prevention for CPS courses
- 32-hour CPS course held May 7-11, 2002, 9 individuals certified
- Occupant Protection Coordinators meeting held for Region VII – September 23, 2002
- 103 Chad Stickers ordered and distributed
- 100,000 Hug Me-Buckle-Up stickers ordered and distributed
- 950 car seats distributed to MSHP

**PROJECT TITLE:** Car Seat Training and Seats for Local Distribution--MDHS Memo  
**PROJECT NUMBER:** 02-157-05-8

**PROGRAM AREA**

Occupant Protection

**JURISDICTION SIZE**

5.5 million

**TYPE OF JURISDICTION**

Statewide

**TARGETED POPULATION**

All drivers transporting children and Child Safety Seat Technicians

**PROJECT CHARACTERISTICS**

Funds will be used to cover the cost of Car Seat Training and to purchase car seats for local distribution to families in need.

**PROBLEM IDENTIFICATION**

Motor vehicle crashes remain the leading cause of unintentional injury-related death among children under the age of 16 years in Missouri. Adult safety belts do not adequately protect children ages 4 to 8 (about 40 to 80 pounds) from injury in a crash. Although car booster seats are the best way to protect them, only six percent of booster-age children are properly restrained in car booster seats.

**GOALS & OBJECTIVES**

To reduce deaths and injuries of children under the age of eight through increased public awareness and education concerning Child Passenger Safety, and ultimately increase the number of correctly installed child safety seats.

**STRATEGIES & ACTIVITIES**

Various educational materials such as videos and retractor sets will be purchased. Program staff will attend training regarding safe travel for all children. 32-hour CPS course will be scheduled and sponsored by the Division of Highway Safety. Training supplies will be provided to the St. Louis Fire Department for 8-hour training courses.

**RESULTS**

32-hour Child Passenger Safety course was held in Kansas City, Missouri. Training manuals and Manufacturer's Instruction CDs are now provided by the Division of Highway Safety through State Printing. Fifteen attendees were certified during the course scheduled August 18-21, 2002, including new program staff from the Division. Program staff will attend training regarding "Safe Travel for All Children" on February 11, 2002.

Items purchased for education purposes:

- AAA Video - "Booster Seats for Children" purchased
- Retractor sets purchased for Division sponsored CPS courses
- Postage for CPS Update Training Mailing
- "Don't Risk Your Child's Life" training videos purchased (Spanish and English versions)

**PROJECT TITLE:** Standardized Child Passenger Safety Training--Central County Fire & Rescue

**PROJECT NUMBER:** 02-157-05-9

**PROGRAM AREA**

Occupant Protection

**JURISDICTION SIZE**

5.5 million

**TYPE OF JURISDICTION**

Statewide

**TARGETED POPULATION**

Parents of children in child safety seats

**PROJECT CHARACTERISTICS**

This project provided funding for costs associated with hosting Standardized Child Passenger Safety training (e.g., training materials and travel).

**PROBLEM IDENTIFICATION**

Motor vehicle crashes remain the leading cause of unintentional injury-related death among children under the age of 16 years in Missouri. In 1998, there were 92 fatalities and 9,131 reported injuries to children under age 16 due to motor vehicle crashes. These injuries and fatalities most often occur when children ride unrestrained or are improperly restrained. It is estimated that approximately 80 percent of children who are placed in child safety seats are improperly restrained. However, results from local child safety seat checks around the State show a misuse rate closer to 95 percent. Furthermore, adult safety belts do not adequately protect children ages 4 to 8 (about 40 to 80 pounds) from injury in a crash. Although car booster seats are the best way to protect them, only six percent of booster-age children are properly restrained in car booster seats.

**GOALS & OBJECTIVES**

To reduce deaths and injuries of children under the age of eight through increased public awareness and education concerning Child Passenger Safety, and ultimately increasing the number of correctly installed child safety seats.

**STRATEGIES & ACTIVITIES**

Central County Fire & Rescue scheduled monthly Child Passenger Safety Seat Checkup events, three 4-hour educational programs, and three 8-hour Child Passenger Safety training programs throughout the year.

**RESULTS**

Various Child Passenger Training sessions (4-hour and 8-hour sessions) were conducted with a total of 62 individuals in attendance overall. Over 275 child safety seats were correctly installed, as parents were educated during Child Safety Seat Check-up Events. Educational materials were distributed among 500 to 1,000 attendees at Safety Fairs. Below are activities listed:

- March 6, 2002, 8-hour Safety Seat Class was held at Barnes Jewish Hospital, St. Peters; 12 in attendance
- March 23, 2002, Safety Seat Check-Up Event conducted at the Fire Station; 132 safety seats were inspected.
- April 4, 2002, 8-hour Safety Seat Class held at St. Louis County Health Department; 22 in attendance
- April 6, 2002, Safety Seat Check-Up Event conducted at Fire Station; 28 safety seats inspected
- May 11, 2002, Safety Seat Check-Up Event held at the Fire Station; 35 seats inspected
- June 14, 2002, Educational Program, informational material handed out regarding child safety seat installations at a safety fair; approximately 500 people attended
- July 27, 2002, Safety Seat Check-Up Event; 42 safety seats inspected
- August 27, 2002, Educational Program on Child Safety Seat installation; 16 foster parents in attendance
- September 4, 2002, Educational Program on Child Safety Seat installation at Safety Fair, about 1,000 in attendance
- September 14, 2002, Safety Seat Check-Up Event held at Fire Station; 38 seats inspected
- September 21, 2002, 8-hour Safety Seat Class held at the St. Louis Fire Station #1; 12 in attendance

MDHS Coordinator Pam Hoelscher

1-800-800-2358

Funds Expended: \$2,256.08

**PROJECT TITLE:** Advertising/Public Information & Education—MDHS Memo  
**PROJECT NUMBER:** 02-157-05-10

**PROGRAM AREA(S)**

Occupant Protection

**JURISDICTION SIZE (population)**

5.5 million

**TYPE OF JURISDICTION**

Statewide

**TARGETED POPULATION**

Drivers and passengers in Missouri

**PROJECT CHARACTERISTICS**

Funding was used to engage an advertising agency to develop professional traffic safety materials and an occupant protection campaign for the Division of Highway Safety. Funds were also applied to advertising through media outlets in the State.

**PROBLEM IDENTIFICATION**

Motor vehicle crashes are the number one cause of death for people aged 5-34. Furthermore, traffic crashes are one of the leading causes of death for most other age groups. In Missouri in 2001 there were 1,098 people killed and 73,618 injured as a result of traffic crashes. The cost of these crashes totaled more than \$3 billion. Most vehicle crashes are caused by human error and are preventable. Inattention, speeding and driving under the influence of alcohol continue to be factors in a majority of crashes. Likewise, non-use of safety belts and child restraint systems contribute to the incidence of injury and death.

**GOALS & OBJECTIVES**

**Goal:** To change the behavior of people who use Missouri's roads in order to reduce injuries and fatalities caused by traffic crashes by utilizing safety belts and child restraint systems.

**Objectives:**

1. To increase the public's awareness of traffic safety issues, particularly occupant protection; and
2. Create a comprehensive occupant protection campaign.

**STRATEGIES & ACTIVITIES**

- Hire a public relations firm
- Develop and distribute campaign materials and public service announcements
- Track media involvement and output of materials

**RESULTS**

\* The Division contracted with Wyandotte Marketing Communications to develop a comprehensive occupant protection campaign. The theme of "She'd Be Lost Without You" and "Any Last Words" were used. The theme was carried through on radio spots aired through the Missouri Broadcasters Association (MBA). The safety belt public service announcements through MBA were placed on 228 stations in Missouri. The PSAs were played a total of 2,730 times at a 4:1 ratio investment. Many radio stations played the messages in excess of the agreement. MBA reported that the Division received 4,550 additional airings gratis. In addition, the PR firm purchased additional airtime on minority/urban stations in the Kansas City, St. Louis, Springfield, Sikeston, and Cape Girardeau areas. Those spots aired 464 times on seven stations.

\* In addition, the Division contracted with KMOX Radio and the Cardinals Radio Network to provide airtime to broadcast safety belt and child restraint commercials during the 2002 season for the St. Louis Cardinals baseball franchise. The Cardinal Radio Network airs news, sports, country, rock, adult contemporary, and features 31 stations across Missouri. The advertising began March 3, 2002 and ended October 14, 2002. The Division ran 172 :30-second commercials and opening /closing billboards during the play-by-play and 40 :60-second announcements sponsoring the Jet copter reports during the pregame on KMOX.

\* Billboard advertising was a component of the 2002 occupant protection campaign as well. Sixty-one billboards were posted at or near safety belt survey sites.

\* Press Conferences and media interviews were held in several locations around the state utilizing victims or family members to convey the safety belt message. Through the contract with Wyandotte Marketing, the Division partnered with the Public Information Officers of the Missouri State Highway Patrol to coordinate the press conferences and interviews around the state.

\* Missouri's safety belt usage rate continues to improve as a result of the comprehensive campaign efforts.

**MDHS Coordinator Jackie Allen**

1-800-800-2358

**Funds Expended: \$249,237.41**



## **TRAFFIC RECORDS**

This program area addressed issues related to tracking traffic records (crashes, citations, etc.). Without adequate reports, it is difficult for local law enforcement agencies and engineering departments to design effective countermeasures to reduce traffic crashes. Agencies must be able to identify high accident locations (HAL) and determine causation factors in a timely manner. None of this can be accomplished without adequate databases that are kept current, are easily accessed, and can be integrated.

In addition to the Regular 402 funds expended in this program area, the 411 Incentive Grant funds were used to supplement this program area.

### **411 INCENTIVE GRANT SAFETY DATA IMPROVEMENT**

The State of Missouri is keenly aware of the need for a process that not only identifies problem locations for traffic crashes, but also affords opportunities to use the data for countermeasure development, implementation, and evaluation of those countermeasures. Portions of this process are in place and are beginning to be used quite effectively. Additional portions are present but unable to be linked to other data. The overall goal is to create a data warehouse that contains a linkage of all traffic records databases within the state.

<b>Strategies</b>	
<b>Identified</b>	<b>Implemented</b>
Convert MOTIS software to a web-based software program for use by local law enforcement agencies	Accomplished through project with Regional Justice Information Systems (REJIS)
Provide training to members of the Statewide Traffic Records Advisory Committee to assist them in improving and upgrading traffic records data systems	Members of the STRAC attended the National Traffic Records Forum
Finalize rewrite of the STARS database	Analysis of STARS system including reporting needs, plus interface, data conversion & document imaging requirements completed through a project with MSHP in cooperation with MoDOT
Encode backlogged records into the Criminal Records Identification Division at MSHP	Project with MSHP to provide overtime funding to encode all backlogged records
Finalize CODES database	Project with Department of Health to enter 1999 crash data into the CODES database was completed. This allows the CODES information to be available over the internet)

**PROJECT TITLE:** LETS Traffic Software Development – REJIS  
**PROJECT NUMBER:** 02-J9-06-4

**PROGRAM AREA(S)**

Traffic Records

**JURISDICTION SIZE**

5.5 million

**TYPE OF JURISDICTION**

Statewide

**TARGETED POPULATION**

Statewide

**PROJECT CHARACTERISTICS**

This project provides funding to the Regional Justice Information Center (REJIS) to rewrite the MOTIS traffic software to a web-enabled system (Law Enforcement Traffic Software—LETS).

**PROBLEM IDENTIFICATION**

The previous MOTIS software was a windows-based software that was not updated to include the latest version of the Missouri Statewide Traffic Accident Report form (effective January 1, 2002). The MOTIS system has also encountered multiple problems concerning network environments and data integrity. Current users have encountered reliability problems with reports and the database. The ability to determine exact solutions has been made more difficult due to the number of versions that had been previously installed.

**GOALS & OBJECTIVES**

Goal: To develop a user-friendly software system that will allow local law enforcement agencies to encode traffic accident forms and extract reports that will assist them in identifying high accident locations and problem areas

1. Rewrite the MOTIS software to conform to the 2002 version of the Statewide Traffic Accident Report form
2. Make the updated software available to current and new users via the internet to allow for version control
3. Rename software to Law Enforcement Traffic Software (LETS)
4. Establish a coordinating committee comprised of REJIS personnel, MDHS personnel, and selected users of the software.

**STRATEGIES & ACTIVITIES**

1. Establish coordinating committee
2. Create Scope Document
3. Create Detail Document
4. Develop crash report module

**RESULTS**

1. Committee was formed with REJIS, MDHS, Springfield PD, Cape Girardeau PD, Independence PD, Washington PD, Chesterfield PD, Bridgeton PD, and Creve Coeur PD represented.
2. Scope Document was completed in November 2001.
3. Detail Document completed in June 2002 and accompanied by a proposal for software development by phases.
4. Programming on the crash module began following approval of the proposal.

**PROJECT TITLE:** Data Entry of DWI Arrest Information – Missouri State Highway Patrol

**PROJECT NUMBER:** 02-J9-06-6

**PROGRAM AREA(S)**

Traffic Records

**JURISDICTION SIZE (population)**

5.5 million

**TYPE OF JURISDICTION**

Statewide

**TARGETED POPULATION**

Traffic Violators

**PROJECT CHARACTERISTICS**

Provides overtime and part-time funds for data entry of DWI arrest information.

**PROBLEM IDENTIFICATION**

Due to manpower and budget considerations, the Missouri State Highway Patrol Criminal Records Identification Division had encountered a record entry backlog. This had resulted in approximately four to five months of DWI and alcohol-related traffic offense information not being available to end users of the data.

**GOALS & OBJECTIVES**

To provide the funding for overtime and part-time personnel to decrease the backlog to acceptable levels.

**STRATEGIES & ACTIVITIES**

Funding was provided for overtime personnel and part-time personnel to encode data that had been backlogged. All data that was entered was then made available to local agencies, state agencies, and other users of highway safety data.

**RESULTS**

A total of 126,522 entry tasks were performed during this project.

MDHS Coordinator Randy Silvey  
1-800-800-2358  
Funds Expended: \$50,000.00



## SAFE COMMUNITIES

Safety education and awareness must be addressed on a personal, economic and social basis within each and every community in America. In an attempt to pull together a comprehensive approach to safety on a local level, the Safe Community concept was developed at the national level. The Division of Highway Safety helped to support two local Safe Communities this past year: Northern Missouri in the Cape Girardeau and Springfield areas.

The identified benchmarks and strategies follow. The results and implementation, however, are shown within each Safe Community's annual report.

### BENCHMARKS

<b>Established</b>	<b>Result</b>
Enhance overall safe communities program development	Coordinators of local programs received training and utilized information to implement new programs or improve on existing programs
Increase safety belt use; increase bicycle safety & pedestrian safety awareness programs; increase traffic safety enforcement & education projects to reduce injuries resulting from motor vehicle crashes	69% usage rate in Cape Girardeau; safety awareness programs were continued and expanded upon where possible
Reduce crashes attributable to Hazardous Moving Violations; provide public information & education	Injury crashes* increased by 8% and there were 8 deaths compared to 2 the previous year in Cape Girardeau; Springfield identified a 4% decrease in injury crashes but a 50% increase in fatal crashes

### Strategies

<b>Identified</b>	<b>Implemented</b>
Conduct safety belt checkpoints	Springfield conducted 6; 4 in Cape Girardeau
Conduct observational safety belt surveys	3 seat belt surveys were conducted in Cape Girardeau; None were conducted in Springfield
Conduct public awareness/educational presentations	Many educational presentations were conducted as identified in the projects
Support law enforcement countermeasures to reduce traffic violations	Sobriety Checkpoints, HMV & DWI enforcement projects were conducted by the Springfield & Cape Girardeau police departments

\*The increase in injury crashes in Cape Girardeau is attributable not necessarily to an increase in the crashes themselves, but rather in the reporting format. In previous years, a traffic crash was considered an "injury accident" if the victim had to be taken to the hospital. The new report form (implemented this past year) requires the officer to log the crash as an "injury accident" if the victim just mentions that something hurts on them, regardless of whether or not they go to the hospital.

**PROJECT TITLE:** Cape Girardeau Safe Communities Program  
**PROJECT NUMBER:** 02-SA-09-2

**PROGRAM AREA**

Safe Communities

**JURISDICTION SIZE**

69,000

**TYPE OF JURISDICTION**

Rural

**TARGETED POPULATION**

All Ages

**PROJECT CHARACTERISTICS**

The Cape Girardeau Safe Communities Program provides injury prevention strategies (primarily in the area of traffic safety) to the citizens of Cape Girardeau County in order to reduce death and disability from motor vehicle crashes and other causes of trauma. The Safe Communities Advisory Committee is made up of approximately 25 members representing law enforcement agencies, hospitals, schools, businesses, civic groups, and local coalitions. One full-time and one part-time Coordinator administer the program.

**PROBLEM IDENTIFICATION**

The leading cause of death of people ages 4 -24 are motor vehicle crashes. These deaths are both predictable and preventable and should not be accepted by our society. Motor vehicle crashes are the leading cause of death of Missourians age 1 through 34. Cape Girardeau ranks as one of the top cities in Missouri for motor vehicle crash incidents. In 2001 the City of Cape Girarddau had a total of 1,873 traffic crashes, with 67 being alcohol related. In addition, a total of 5,574 hazardous moving violations were issued in 2000: 2,703 speeding; 8 careless and imprudent; 155 DWI; and 2,708 issued for other hazardous driving behaviors.

**GOALS & OBJECTIVES**

The Goals of the Safe Communities Program are to enhance safe communities program development; increase safety belt use; increase bicycle safety awareness programs; increase traffic safety enforcement and educational projects in order to reduce injuries resulting from motor vehicle crashes. Reduce alcohol-related crashes through public information & education, and conduct enhanced selective enforcement to reduce crashes caused by hazardous moving violations.

**STRATEGIES & ACTIVITIES**

The following educational programs are implemented or supported through the Safe Communities Program: Think First program for high school and elementary students; Puppet Mania Traffic Safety Program for K-2nd grade students; Traffic Offenders Program; Safe Kids Coalition; Bike Smart for K-3rd grade; Safety City Traffic Safety Program for K-3rd grade; ENCARE Program, Child Passenger safety check up events, fitting stations and child passenger safety trainings; safety belt surveys; educational presentations with Buckle Bear, Vince and Larry Crash Test Dummies and Fatal Vision Goggles; assistance with high school docu dramas; conduct DWI Victim Impact Panels; and assistance with the local MADD Program. In addition, law enforcement agencies will conduct 5 sobriety checkpoints; DWI overtime enforcement will be provided by the Cape Girardeau Police Department on a weekly basis; HMV overtime enforcement patrols will be provided through Jackson Police Department and the Cape County Sheriff's Department.

**RESULTS**

Through projects provided through or supported by the Safe Community Program, approximately 1200 High School students were reached with Safety Belt & DWI presentations and 1,290 Elementary Students were reached with Pedestrian, Seat Belt, and Bicycle presentations. There were 130 bicycle helmets distributed. Fourteen community presentations (Fatal Vision, Buckle Bear, Vince & Larry, etc.) were given. Child Passenger Safety--6 CPS Trainings; 4 check-up events; 4 presentations, distributed 120 Child Safety Seats; and 100 walk-ins at the CGPD Checking Station. Six High School teams were trained through the Team Spirit Conference; also teams throughout SE Missouri attended TS Reunion in Jefferson City. Eleven DWI Victim Impact Panels were conducted. The Cape Girardeau Police conducted the following overtime enforcement hours: 243 hours Seat Belt; 1,699 hours of DWI; 162 hours of Speed; and 27 hours of Red Light Running. Three Sobriety Checkpoints were held. Three Safety Belt Usage surveys were conducted during the grant year--beginning rate 67%, ending rate 69%.

MDHS Coordinator

Vicky Williams

1-800-800-2358

Funds Expended: \$55,248.28

**PROJECT TITLE:** Springfield Safe Communities  
**PROJECT NUMBER:** 02-SA-09-3

**PROGRAM AREA**

Safe Communities

**JURISDICTION SIZE**

Greene &amp; Christian Counties: 250,000

**TYPE OF JURISDICTION**

Urban

**TARGETED POPULATION**

All Age Groups

**PROJECT CHARACTERISTICS**

The Springfield Safe Communities project is a comprehensive prevention and enforcement program that utilizes local injury and crash data to support prevention and countermeasure efforts. The Safe Community program works to accomplish increased knowledge of traffic safety issues and a reduction in traffic crashes through public information/education and enforcement efforts. The PI/E efforts provide an avenue for developing partnerships, increasing program visibility, increasing awareness of traffic safety issues, and developing and implementing programs for a variety of age groups. Enforcement works to provide an increased awareness and visibility of traffic safety concerns affecting the program area.

**PROBLEM IDENTIFICATION**

Greene County has approximately 150,000 licensed drivers. The county seat, Springfield, is the third largest city in Missouri and consistently ranks in the top ten percentiles of fatal and personal injury traffic crashes. The community experienced a decrease from 4,032 to 3,967 persons injured from 1999 to 2000. According to the Missouri State Highway Patrol, Springfield ranked the third highest city overall for crashes in 2000 and third for alcohol-related crashes.

**GOALS & OBJECTIVES**

Goal: To develop a comprehensive approach designed to reduce traffic crashes and resulting injuries and death.

**Objectives:**

- Conduct a minimum of 5 drinking and driving related programs.
- Conduct a minimum of 5 bicycle safety related programs.
- Conduct a community wide BIKING SPREE with various partners.
- Update the annual safety belt survey.
- Conduct a minimum of 5 safety belt related programs.
- Conduct a minimum of 3 car safety seat checks.
- Conduct a minimum of 1 car seat technician or advocates training.
- Provide educational and public awareness materials and information in order to reach as large a base of the population as possible.

**STRATEGIES & ACTIVITIES**

Various strategies and activities were conducted in order to meet the goals and objectives. These include numerous: (1) school programs targeting all ages from elementary to high school; (2) community programs including exhibits at safety fairs and presentations to groups; (3) coordination and implementation of safety events from drinking and driving projects, car seat check up events, bike safety programs and more.

**RESULTS**

Completed all objectives as stated above with the exception of the annual safety belt survey. The Traffic Safety Alliance did help with the campaign on Click It Don't Risk It in order to help raise the seat belt usage rate up to or above the national average.

These goals and objectives were specifically accomplished through the following Public Information/Education activities:

- \* 30 drinking and driving-related programs were completed reaching 5,517 people. Safety belt information was provided in the majority of these programs.
- \* 9 bicycle safety-related programs were completed reaching 1,331 people. This includes the community based biking program which was sponsored by the Safe Communities Program, Heart of Springfield Optimist Club, Forrest Ave Assembly of God Church, Safe Kids Coalition & Bridges for Youth Program.
- \* 6 car safety seat checks were held. Through those checks and individual appointments, a total of 239 seats were checked; 68 child safety seats were given to families in need.
- \* 2 car safety seat advocates classes were held where 15 people were trained.
- \* 1 car safety seat technician training was held with 12 people trained.
- \* 30 safety belt-related programs were completed reaching 5,517 people in addition to those reached in driver's education classes.

**MDHS Coordinator****Vicky Williams****1-800-800-2358****Funds Expended: \$66,414.50**

**PROJECT TITLE:** Hazardous Moving Violations/Red Light Running Enforcement--  
Springfield PD

**PROJECT NUMBER:** 02-SA-09-3

**PROGRAM AREA(S)**

Police Traffic Services

**JURISDICTION SIZE (population)**

City of Springfield (185,000)

**TYPE OF JURISDICTION**

Urban

**TARGETED POPULATION**

All Drivers

**PROJECT CHARACTERISTICS**

As part of the Springfield Safe Community project, funding was awarded to the Springfield Police Department to conduct overtime saturation enforcement of Hazardous Moving Violations and, specifically, red light running violations.

**PROBLEM IDENTIFICATION**

Springfield has a full-time population of 151,580. Year 2000 population estimates for the 40-mile radius of Springfield are 591,157. Convention and tourism reports approximately 1million overnight visitors in 1998. The county seat, Springfield, is the third largest city in Missouri and consistently ranks in the top ten percentiles of fatal and personal injury traffic crashes. The community experienced a decrease from 4,032 to 3,967 persons injured from 1999 to 2000. According to the Missouri State Highway Patrol, Springfield ranked the third highest city overall for crashes in 2000 and third for alcohol-related crashes. Hazardous Moving Violations account for the largest percentage of crash-causing violations. In addition, a red light violation occurs at each of the over 220 signalized intersections in Springfield every 11.5 minutes. Traffic crash data has been analyzed to determine the high crash locations over the past three years.

**GOALS & OBJECTIVES**

Reduce injury crashes within the City of Springfield by 5%.

**STRATEGIES & ACTIVITIES**

Increase enforcement on the following streets: Glenstone, National, Campbell, Kansas Exp., James River Exp., Kearney, Chestnut Exp., Sunshine, Sunset, Battlefield & Republic. Targeting all speeding and signal violating drivers from the period of 0700-1900 hours, Monday- Saturday with the opportunity for 52 enforcement periods per month.

**RESULTS**

With the supplemental overtime funding, the Springfield Police Department was able to have officers work traffic enforcement for an additional 635.50 hours. Total number of hours worked on grant funded traffic enforcement this reporting period was 1,437.5 hours. This was an overall increase of 700.7 hours or 51%.

During this reporting period, injury accidents were decreased 4% from 2,524 to 2,435, an overall. Unfortunately, total accidents increased 5% from 6,843 to 7,229. The overall increase in accidents was due to a 10% increase in property damage accidents (4,312 to 4,780) and a 50% increase in fatality accidents (7 to 14).

A total of 2,983 traffic stops were conducted during this reporting period (HMV 1,670 and Red Light 1,313). This was an increase of 45% (from 1,637 to 2,983). The traffic stops resulted in a total of 2,670 summonses being issued. This was an increase of 43% (1,524 to 2,670).

- DWI arrests increased 56% from 4 to 9.
- Speeding violations increased 41% from 1,283 to 2,178.
- Hazardous moving violations increased 70% from 237 to 783.
- Seat belt violations increased 46% from 378 to 704.
- Child restraint violations increased 48% from 15 to 29.

With the addition of the Red Light Violation Grant, a total increase in moving violation enforcement of 43% was noted.

**MDHS Coordinator****Vicky Williams****1-800-800-2358****Funds Expended: \$40,702.81**

# GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 02-SA-09-3

Year: FY 2002

Agency Name: Springfield Police Department

	<b>Entire Department</b>	<b>HMV Enforcement</b>	<b>Red Light</b>	<b>DWI Enforcement</b>	<b>Youth Alcohol Enforcement</b>	<b>Check Point</b>
DWI Arrests	2,261	3	6	260		98
Speeding Violations	6,665	1,251	927	93		0
HMV Violations	13,187	241	242	327		0
<b>TOTAL HMV VIOLATIONS</b> <small>(A total of the three above categories)</small>	<b>22,113</b>	<b>1,495</b>	<b>1,175</b>	<b>680</b>		<b>98</b>
Seat Belt Violations	7,306	406	298	17		0
Child Restraint Violations	143	22	7	0		0
Number of Traffic Stops		1,670	1,313	1,002		4,372
Number of Hours Worked		802	635.50	1,036.40		222.40

Total number of crashes for grant contract period (October 1, 2001 – September 30, 2002):

Fatal 14

Injury 2,435

Property Damage 4,780

Reporting Officer's Name Brenda Jackson

**PROJECT TITLE:** DWI Enforcement & Sobriety Checkpoints--Springfield PD  
**PROJECT NUMBER:** 02-154-AL-39

**PROGRAM AREA(S)**

Alcohol

**JURISDICTION SIZE (population)**

City of Springfield (185,000)

**TYPE OF JURISDICTION**

Urban

**TARGETED POPULATION**

Drinking Drivers

**PROJECT CHARACTERISTICS**

The command staff of the department has placed very high priority on reducing the number of crashes involving impaired drivers. They have dedicated a squad of officers whose primary function is to attack the problem. This unit has five officers and a supervisor and has had a very definite impact. In 2001 there were four officers that are certified as Drug Recognition Experts. Springfield Police Department has historically been a leader in Missouri for conducting sobriety checkpoints. They still routinely use a BAT van, originally supplied by MDHS for all checkpoints. Grant year 2000-2001 they conducted four checkpoints and apprehended approximately 60 impaired drivers. The community provides a lot of support to continue these efforts and the checkpoints provide a deterrent to a lot of drivers considering drinking and driving. This project provided funding for the Springfield Police Department to conduct DWI saturation enforcement and sobriety checkpoints.

**PROBLEM IDENTIFICATION**

Springfield has a full-time population of 151,580. Year 2000 population estimate for 40-mile radius of Springfield is 591,157. Convention and tourism reports approximately 1million overnight visitors in 1998. The county seat, Springfield, is the third largest city in Missouri and consistently ranks in the top ten percentiles of fatal and personal injury traffic crashes. The community experienced a decrease from 4,032 to 3,967 persons injured from 1999 to 2000. According to the Missouri State Highway Patrol, Springfield ranked the third highest city overall for crashes in 2000 and third for alcohol-related crashes. Alcohol-related crashes continue to be a very significant problem in Springfield. In the year 2000, they recorded 272 total alcohol-related crashes (an increase of 17 compared to 1999). Of those crashes, 118 were injury crashes. According to local data, approximately 50% of the Sunday crashes occur from midnight to 3:59a.m. Nearly 60% of all alcohol-related crashes occur on Thursday, Friday and Saturday. Current schedules have their enforcement officers working those days, by a grant allows some additional enforcement to be done on Tuesday, which recorded the same number of crashes as Thursday.

**GOALS & OBJECTIVES**

Goal: To reduce Alcohol-related crashes

Objectives:

- Purchase and utilize 2 Datamaster Breathalyzer Machines.
- Detect and apprehend all impaired drivers on the following roadways when working the project: Glenstone, Kansas, Republic, Sunshine, Campbell, Kearney, National & the Downtown Business District.
- Hold 8 checkpoints at or near high crash locations involving impaired drivers or locations known for high DWI arrests.

**STRATEGIES & ACTIVITIES**

Increase enforcement on the following streets: Glenstone, Kansas, Republic Sunshine, Campbell, Kearney, National & the Downtown Business District. Targeting all intoxicated drivers from the period of 1800-0200 hours, Tuesday or Friday- Saturday with the opportunity for 4 enforcement periods per month. Three officers will be assigned one night per week on the above listed roadways and the above listed days of the week between 6 p.m. and 2 a.m.

Twenty-five on-duty officers, 5 grant officers, and one on-duty grant supervisor will be used for 8 checkpoints at the following locations: S. Kansas Exp., W. Republic Rd., Campbell, N. National, South Ave & W. Chestnut Exp. There will be one checkpoint per month listed and two in July.

## **RESULTS**

For the grant year 2001-2002 there were 158 more DWI arrests made by the Springfield Police Department. The increase in number of arrests made and visibility contributed to 35 less alcohol-related crashes compared to the previous grant year. The total number of arrests for the grant year 2001-2002 was 2,115 as compared to 1,957 recorded the previous year. There were 240 alcohol-related crashes investigated by the Springfield Police Department during the 2001-2002 grant year. This figure compares to 275 investigated the previous grant year.

The Springfield PD sponsored, as well as taught, many of the subjects for the DRE (Drug Recognition Expert) training. This provided a chance for one Springfield officer to be trained bringing the number up to five trained officers for the DWI Unit. Twenty-four other officers from all over the state of Missouri were trained as well including other city, county and troopers. Twenty-two officers were trained on PBT's and issued PBT's by the Springfield Police Department to be used in the field. Increasing the number of trained officers with the correct use of the PBT's, which has directly affected the number of arrests being made for alcohol-related offenses. Through the Springfield Police Department there was a four-hour in-service training on SFST to already certified officers. There were 100 officers from the Springfield Police force that attended this training. No grant funds were used for these trainings.

Due to the purchase of the 2 Datamasters Breathalyzer Machines, there were many man-hours saved on the road from driving to and from Warrensburg to either deliver or retrieve the old machines. As a result of the new machines at checkpoints there was an increase in expediting arrests with less down-time compared to last year's non-functioning or only having one machine at a checkpoint for officers to use at a time.

All productivity obtained would not have been reached without the opportunity of the MDHS grant for overtime enforcement. The numbers speak for themselves.

**MDHS Coordinator Vicky Williams  
1-800-800-2358  
Funds Expended: \$41,461.65**

# GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 02-154-AL-39

Year: FY 2002

Agency Name: Springfield Police Department

	<b>Entire Department</b>	<b>HMV Enforcement</b>	<b>Red Light</b>	<b>DWI Enforcement</b>	<b>Youth Alcohol Enforcement</b>	<b>Check Point</b>
DWI Arrests	2,261	3	6	260		98
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Number of Traffic Stops		1,670	1,313	1,002		4,372
Number of Hours Worked		802	635.50	1,036.40		222.40

Total number of crashes for grant contract period (October 1, 2001 – September 30, 2002):

Fatal 14

Injury 2,435

Property Damage 4,780

Reporting Officer's Name Brenda Jackson

## **SOBRIETY CHECKPOINT YEAR END SUMMARY**

**AGENCY NAME: Springfield Police Department**

**Sobriety Checkpoint Project # 02-154-AL-39**

**Time -- 10:00 p.m. to 3:00 a.m.**

Total number of sobriety checkpoints 8

Total number of cars stopped 3,942

Total number of times video camera used 0

Total number of times videotape used in court 0

Total number of times PBT used 166

Total number of times PBT was the only probable cause test used 0

Total number of man-hours 1,200

Total number of dollars spent 5,964.81

### **ARREST TOTALS**

DWI 92      Drugs 9      License Violations 0

Total BAC 90      Total Refusals 8

Total Seat Belt Violations 0      Total Child Restraint Violations 0

Other 3

Age of Arrested DWI:

16-20 # 10   21-29 # 42   30-39 # 22   40-50 # 13   Over 50 # 5



## ENGINEERING SERVICES & DATA COLLECTION

The most effective traffic safety program includes three component parts: 1) Enforcement; 2) Education; and 3) Engineering. This program area identifies engineering issues and incorporates them into a comprehensive countermeasure effort. In addition, data collection supplements the engineering component—without the timely collection of statistics, none of the countermeasures would be complete.

### BENCHMARKS

<b>Established</b>	<b>Result</b>
Production of the Traffic Safety Compendium in a timely fashion for easy use by traffic safety advocates, law enforcement agencies, media, and the general public	The Compendium was compiled, produced & distributed in August; the time delay was due to an inordinate amount of time being spent on the STARS rewrite program
Provide assistance to local communities for traffic and bridge engineering	TEAP assessments were provided to 6 cities/counties; BEAP assessments were provided to 29 counties
Provide training for engineering professionals at workshops and the Annual Traffic Conference	Approximately 100 individuals were trained at the 53 <sup>rd</sup> Annual Traffic Conference

### Strategies

<b>Identified</b>	<b>Implemented</b>
Encode all accident reports into the STARS system, ensuring accuracy and efficiency	Accomplished through the STARS maintenance project
Utilize statistics to produce the annual Traffic Safety Compendium to assist MDHS & local communities in developing problem identification	Accomplished by the Statistical Analysis Center of the Missouri State Highway Patrol
Provide expertise and funding to assure communities are in compliance with uniform traffic codes and that the bridges within their jurisdictions are upgraded in terms of their safety	Accomplished through the TEAP & BEAP projects funded through MoDOT
Provide training to assure state and local engineers are kept abreast of current technology	Accomplished through projects funded through MoDOT

**PROJECT TITLE: Bridge & Traffic Engineering Programs - MoDOT  
PROJECT NUMBER: 02-RS-11-3****PROGRAM AREA(S)**

Engineering/Data Collection

**JURISDICTION SIZE**

5.5 million

**TYPE OF JURISDICTION**

Statewide

**TARGETED POPULATION**

Local County and Municipal Jurisdictions

**PROJECT CHARACTERISTICS**

The Bridge Engineering Assistance Program (BEAP) is a federally funded program with the purpose of retaining private consulting firms with expertise in bridge engineering. These firms aid local public agencies with specific bridge engineering problems on their streets, roads, and highway systems (non-state systems). BEAP is not intended to duplicate services already available to local agencies through the MoDOT district or Central Office.

The Traffic Engineering Assistance Program (TEAP) is a federally funded program with the purpose of retaining private consulting firms with expertise in traffic engineering to aid cities and counties with specific operational problems on their streets, roadways, and highways (non-state systems).

**PROBLEM IDENTIFICATION**

**BEAP:** Many of these local agencies and their political subdivisions have neither the funds nor the engineering expertise necessary to conduct effective bridge evaluations or determine bridge maintenance and repair priorities. These services are intended to be available to attack operational or structural problems presently being experienced on an existing bridge, and are not intended to be used for the development of detailed plans for new bridges. The consultant services provided under this program are intended to maximize the availability of professional advice or services to local public agencies with technician and drafting time minimized.

**TEAP:** Most cities and counties do not have personnel with expertise to perform the necessary traffic engineering analysis with their specific operational problems. Correction of these problems may require detailed assessment of traffic crash analysis, traffic counts, speed surveys, minor origin and destination studies, non-rapid transit studies, parking supply and demand, capacity analysis, lighting analysis and design, traffic control devices (inventory and layout), or traffic signal progression analysis and design. (This is not a complete list of what studies a traffic engineer consultant may be called upon to perform.)

**GOALS & OBJECTIVES**

**BEAP:** To provide local public agencies with the assistance necessary to study bridge engineering problems.

**TEAP:** To correct operational problems on city and county streets, roadways, and highways.

**STRATEGIES & ACTIVITIES**

**BEAP:** Local public agencies identify a bridge engineering problem within their jurisdiction and select a consulting firm from a list of consultants contracted with the Missouri Department of Transportation (MoDOT) for BEAP projects. The local public agencies then send MoDOT their request for bridge engineering assistance. If the local public agencies meet the criteria for participation in BEAP, selections will be made by MoDOT based on need and eligibility. Eligibility is based on the local public agency not having personnel with sufficient engineering expertise to conduct effective bridge evaluations and develop immediate structural repair procedures and details.

**TEAP:** Local agencies identify an operational problem within their jurisdiction and select a consulting firm from a list of consultants contracted with the Missouri Department of Transportation (MoDOT) for TEAP projects. The local agencies then send MoDOT their request for traffic engineering assistance. If the local agencies meet the criteria for participation in TEAP, selections will be made by MoDOT based on need and ability.

**RESULTS**

**BEAP:** The following 29 counties received consultant assistance: Atchison, Andrew, Cass, Platte, Bates, Holt, Dekalb, Phelps, Boone, Gentry, Osage, Mercer, Lewis, Ray, Lincoln, Adair, St. Louis, Jasper, Callaway, Harrison, Caldwell, Daviess, Sullivan, Benton, Lafayette, Vernon, Buchanan, Knox, and Christian.

**TEAP:** The following jurisdictions received consultant assistance: Maplewood, Washington, Clayton, St. Charles County, Wentzville, and Chesterfield.

MDHS Coordinator Randy Silvey

1-800-800-2358

Funds Expended: \$105,920.10

**PROJECT TITLE:** Engineering Training & Conferences—MDHS Memo  
**PROJECT NUMBER:** 02-RS-11-4

**PROGRAM AREA(S)**

Engineering/Data Collection

**JURISDICTION SIZE (population)**

Statewide - local jurisdictions

**TYPE OF JURISDICTION**

Statewide

**TARGETED POPULATION**

Regional and Local Government Agencies

**PROJECT CHARACTERISTICS**

The traffic training and conferences program is a federally funded program with the purpose of making regional and local government agencies aware of the standards, methods and new developments used to ensure the safety of the traveling and pedestrian public.

**PROBLEM IDENTIFICATION**

On the regional and local government level there exists a lack of trained personnel in traffic engineering. Often the task of evaluating or recognizing traffic problem areas lies with personnel whose primary responsibilities are directed elsewhere. Their training and qualifications are not always related to traffic or safety engineering.

**GOALS & OBJECTIVES**

The Annual Traffic Conference program provides a forum for the discussion of highway safety engineering topics and includes speakers from both the public and private sectors.

The Traffic Safety Workshops and Manuals program provides training for regional and local personnel in areas of traffic safety.

**STRATEGIES & ACTIVITIES**

The Highway Safety Advisory Committee (HSAC) meets at least twice a year to discuss the Annual Traffic Conference and Traffic Safety Workshops. Several local and state agencies are invited to discuss topic selection for the conference and workshops. Based on these meetings and surveys of regional and local government agencies, an agenda is set for the Annual Traffic Conference and Seminars.

**RESULTS**

There were approximately 100 attendees for the 53<sup>rd</sup> Annual Traffic Conference and Seminars held on May 13-15, 2002 in Columbia, Missouri. A questionnaire was handed out and the results were used to guide the HSAC in the planning process for the 54<sup>th</sup> Annual Traffic Conference and Seminars.

**PROJECT TITLE:** Statewide Traffic Accident Records System Maintenance--MSHP  
**PROJECT NUMBER:** 02-RS-11-5

<b>PROGRAM AREA(S)</b>	<b>JURISDICTION SIZE</b>
Traffic Records	5.5 million
<b>TYPE OF JURISDICTION</b>	<b>TARGETED POPULATION</b>
Statewide	All Drivers

### **PROJECT CHARACTERISTICS**

This project provided funding to support the STARS system--Missouri's statewide repository for traffic accident records.

### **PROBLEM IDENTIFICATION**

- 1) STARS is maintained by the MSHP Traffic Division and contains information about traffic crashes that occur statewide. A steady annual increase in the number of accident reports to be encoded into the database has resulted in a continual backlog. This backlog prevents the state from having current crash reports with statistically valid numbers.
- 2) Uniformity in recording and reporting traffic accident data is vital to a successful STARS database. Without proper training for law enforcement personnel, this uniformity and consistency will be nonexistent.
- 3) In order to obtain relevant BAC information on fatal crashes, blood samples must be obtained by the coroners and the results of the BAC tests submitted to the Highway Patrol for inclusion in the Fatality Analysis Reporting System (FARS). Many coroners lack a sufficient budget to purchase the needed supplies for the blood draw.
- 4) A committee of qualified individuals needs to meet in order to provide input and suggestions for improvements to the STARS

### **GOALS & OBJECTIVES**

To provide a statewide accident repository and reporting system that is effective, efficient and provides reliable statistical data on traffic crashes occurring within the State of Missouri.

### **STRATEGIES & ACTIVITIES**

- Utilize overtime personnel to encode accident reports
- Produce and distribute accident summary reports to assist local agencies in problem identification
- Host seminars to train agencies participating in STARS
- Process accident reports
- Provide coroner kits to coroners and medical examiners
- Revise and implement the Missouri Uniform Accident Report and re-engineer the STARS system
- Train Missouri State Highway Patrol personnel on traffic records issues
- Produce and disseminate the 2001 editions of "Missouri Traffic Crashes" and "Missouri Traffic Safety Compendium"

### **RESULTS**

Results are from 10/1/01-6/30/02 compared to the same time period the previous year:

- 140,256 accident reports were encoded compared to 143,977 reports encoded the previous year
- 1,111 traffic accident summaries were distributed compared to 1,400 the previous year (the reduction was due largely to the re-engineering of the computer module used to generate these reports); summaries were location-specific and were sent to law enforcement agencies, some public works agencies, and a variety of others.
- 38 STARS Accident Report/Classification Seminars were presented to representatives from 494 police agencies. Patrol Public Information Officers also completed 14 contacts to STARS agencies.
- 27,057 accident reports processed in 951 OT hours. The backlog was not reduced; however, 2001 accident reports were processed by March of 2002 (the backlog would have easily doubled without the overtime efforts)
- 400 coroner kits and 600 sterile tubes were purchased and distributed at 2 coroner training sessions & upon coroner request
- Revised Missouri Uniform Accident Report was implemented 1/1/02; re-engineered STARS went into production in January.
- Personnel from the MSHP Traffic Division and Information Systems Division attended the 28<sup>th</sup> International Traffic Records Forum. The Traffic Records Committee awarded the Missouri State Highway Patrol, Missouri Division of highway Safety, and MoDOT with the "Best Practices Award" for their accomplishments in redesigning the Missouri Uniform Accident Report, re-engineering STARS, and integration of STARS with MoDOT's Transportation Management System.
- The 2001 edition of "Missouri Traffic Crashes" and "Missouri Traffic Safety Compendium" were produced and disseminated.

**PROJECT TITLE:** Statistical Analysis Center--Missouri State Highway Patrol  
**PROJECT NUMBER:** 02-RS-11-06

**PROGRAM AREA**

Engineering/Data Collection

**JURISDICTION SIZE**

5.5 Million

**TYPE OF JURISDICTION**

Statewide

**TARGETED POPULATION**

All drivers in traffic crashes.

**PROJECT CHARACTERISTICS**

This project is aimed at providing necessary research, data analysis, statistical programming, and technical resources to support the information services requirements of the MDHS as well as other Missouri state and local traffic safety authorities. The SAC will work with the MDHS in order to complete the following specific work tasks.

**PROBLEM IDENTIFICATION**

In order to develop an effective data-driven Highway Safety Plan for the State of Missouri, statistical support is a necessity. The Missouri Division of Highway Safety (MDHS), the agency charged with development and implementation of this plan, does not have the ability to collect and analyze state crash statistics.

The Statistical Analysis Center (SAC), an integral part of the Missouri State Highway Patrol, Information Systems Division, functions as an analytical and statistical resource center for the executive branches of government at both State and local levels. The SAC not only provides traffic safety information and research services but also is tasked with providing similar types of services in the area of criminal justice. The fiscal and personnel resource demands on the SAC are extremely heavy. With adequate funding maintenance, the SAC can provide MDHS with information and research support services to complete the tasks needed to assure Missouri's Highway Safety Plan is data driven and can be properly evaluated.

**GOALS & OBJECTIVES**

**GOAL:** A Highway Safety Plan that is driven by statewide traffic crash statistics.

**OBJECTIVES:**

1. Highway Safety Plan Development--Provide analytical and information services to the MDHS in development of their annual highway safety plan. The SAC will develop and publish the 2001 Traffic Safety Compendium. This publication is specifically designed to identify the scope, magnitude, and severity of the traffic crash problem in Missouri. It is the basic reference source used by the MDHS as well as many other State and local traffic safety authorities to conduct traffic safety problem identification. Conduct special research studies designed to identify specific types of traffic safety problems or evaluate policies and programs being considered for adoption in the MDHS annual plan.
2. Highway Safety Program Implementation and Evaluation--Provide analytical and information services to the MDHS to support implementation of countermeasure programs contained in the annual highway safety plan or as specified by the agency. Special analyses will be conducted to assist the MDHS in identifying and selecting applicants wishing to participate in these programs, especially police traffic services programs. Assist the MDHS in monitoring various projects approved under contract. In addition, assistance will be provided to establish viable evaluation design methodologies to assess the efficiency and effectiveness of projects and/or programs. In some instances, the SAC may be tasked with conducting the evaluation. Provide research and information services to the MDHS in support of its responsibilities designed to promote traffic safety in Missouri. Assistance may be provided in developing and / or reviewing proposed legislation, implementing public education campaigns, addressing policy initiatives presented by NHTSA and other traffic safety authorities, etc.
3. Highway Safety Applicant Support--Provide analytical and informational services to agencies applying for various types of grant-supported traffic safety projects sponsored by the MDHS. Special assistance will be provided to Missouri law enforcement agencies applying for Police Traffic Services (PTS) projects.
4. State and Local Information and Research Service Support--Provide research and analytical information services to state and local traffic authorities. As a minimum, services will be provided to support:

- Program planning and development
- Selective traffic enforcement planning
- Enactment of traffic safety legislation
- Program or policy evaluation studies

Publish the following annual standard publications for general dissemination to Missouri traffic safety authorities:

- 2001 Missouri Holiday Crashes Report
- 2001 Missouri Emergency Service Vehicle Crashes Report
- 2001 Missouri Deer Crash Report

5. Highway Engineering Accident Location Analysis Support--Provide operational support for the Highway Engineering Location Analysis Program. To provide this service, the Statewide Traffic Accident Records System (STARS) databases are used to produce printouts displaying traffic crash experience at specific locations within a city or county. Using these printouts, as well as engineering manuals published by the Missouri Department of Transportation (MoDOT), city or county traffic safety engineers

can prioritize their problem roadways and perform countermeasure cost / benefit assessments on them. Special reports can be generated identifying the location of specific types of traffic crashes, such as fixed object crashes, pedestrian crashes, wet pavement crashes, etc. Engineering traffic safety countermeasures designed to address specific problems (i.e., skid proofing to prevent wet pavement crashes) can be employed at these targeted locations. Special reports also can be produced identifying the traffic crash experience at a particular intersection or roadway of interest to the traffic safety engineer.

6. STARS Maintenance--Provide operational support for the STARS. Of the State's traffic information systems, STARS is one of the more important. This information system is a primary data source utilized in problem identification work efforts because it contains the most complete data on Missouri's traffic crash experience. The SAC has interfaced certain statistical software packages with STARS files for traffic safety analysis purposes:

i. The HSRI / STARS interface involves submitting copies of the STARS files to the University of Michigan Transportation Research Institute in Ann Arbor, Michigan. Personal computers located in SAC offices are used to access these files via the Internet. In addition, a number of federal and state supported traffic safety files can be accessed through this interface such as Fatal Accident Reporting System (FARS) databases.

ii. The SAS / STARS interface consists of having SAS statistical software process data at the computer facility supporting STARS. In addition, the SAC has a number of graphics, word processing, and desktop publishing software packages in its computer inventory to process STARS data.

iii. Assist in making corrections to the STARS and databases in order to improve the completeness and accuracy of the information contained in the system. In many instances, STARS deficiencies and problems are identified in SAC data for analyses.

iv. Provide staff assistance to the Missouri Traffic Records Committee. This committee was initiated to act as an advisory body to the Missouri State Highway Patrol for upgrading and maintaining STARS.

7. Traffic Safety Information Systems Upgrade--Provide technical assistance and programming support to upgrade State and local traffic safety information systems. Assistance will be provided to improve the accuracy and completeness of traffic safety data currently being encoded as well as to expand the input capabilities to capture additional desired data. Services also will be provided to develop statistical output subsystems for these information systems that can provide information needed for management, planning, and policy-making purposes. Finally, assistance will be provided to link data from various traffic safety information systems in order to increase the analytical potential of these data. SAC staff will provide technical assistance during integration of STARS and MoDOT's Traffic Management System (TMS) and help identify reporting requirements of the integrated system. Integration of these two systems will eliminate significant duplication of data and processing, reducing overhead costs. Also with this integration, data analysts will be able to take advantage of the location referencing capabilities

within TMS, allowing improved crash location analytical capabilities with geographic information system (GIS) functions. Because an improved technology base will be used for system integration and infrastructure, the integrated STARS / TMS will permit future development of web-based analytical and reporting tools for use by the SAC and MDHS, as well as other state and local traffic safety authorities.

## **STRATEGIES & ACTIVITIES**

The Missouri Division of Highway Safety will administratively evaluate this project. Evaluation criteria will primarily be based on completing the Goals and Objectives stated in this proposal. In addition, the total number and types of requests for information and analytical support from State and local traffic authorities will be compared against services rendered. Time requirements for satisfying the requests also would be monitored. The SAC will submit to the MDHS a semi-annual and annual report on all work performed under this proposal.

## **RESULTS**

- The Statistical analysis Center (SAC) compiled, printed and disseminated the following standardized traffic safety support documents: *Missouri Traffic Safety Compendium; Missouri Holiday Crashes Report; Missouri Emergency Service Vehicle Crashes Report; and Missouri Deer Crash Report.*
- SAC produced 163 TRACE reports and 90 tables/graphics. These were distributed to the following agencies: Various Highway Patrol divisions and/or troops; State Representatives/Senators; Law Enforcement agencies; State and local government agencies; law firms; insurance companies; universities; private companies; media; not-for-profit organizations; and private citizens.

**PROJECT TITLE:** Comprehensive Access Management Plan--MoDOT  
**PROJECT NUMBER:** 02-157-RS-11

**PROGRAM AREA(S)**

Engineering/Data Collection

**JURISDICTION SIZE (population)**

State, city and county staffs involved in Access Management

**TYPE OF JURISDICTION**

Statewide

**TARGETED POPULATION**

State, city and county staffs involved in Access Management

**PROJECT CHARACTERISTICS**

MoDOT is considering the implementation of a Comprehensive Access Management Plan. Successful implementation will require that MoDOT, city and county staffs receive training on the standards and processes that are part of the access management plan.

**PROBLEM IDENTIFICATION**

Implementation of a Comprehensive Access Management Plan is necessary to balance the need to provide adequate access to property while improving safety and congestion.

**GOALS & OBJECTIVES**

Train approximately 500 MoDOT, city, county, and MPO staffs on the standards and processes included in the Access Management Plan.

**STRATEGIES & ACTIVITIES**

A consultant has committed to prepare the necessary material and provide training upon approval by the Missouri Highway and Transportation Commission of the Comprehensive Access Management plan. Dates have been reserved for 5 training sessions statewide beginning in February 2003 through June 2003.

**RESULTS**

Upon approval of the Comprehensive Access Management Plan, training will begin according to the following schedule:

February, 19-21, 2003

April 7-9, 2003

May 12-14, 2003

May 26-28, 2003

June 23-25, 2003

**MDHS Coordinator Randy Silvey****1-800-800-2358****Funds Expended: \$0 in 2002**  
**will require carryover for 2003 expenditure**



**ADDENDUM #1**

**BUDGET**

ADDENDUM #1 -- BUDGET  
**U.S. Department of Transportation National Highway Traffic Safety Administration**

State: Missouri

Page: 1

**Federal Reimbursement Voucher**

**2002-VOU-16**

Reimbursement Info: Total: \$1,335,843.04

Posted: 12/12/2002

Date: 12/24/2002

Voucher Reimbursement

Claim Period: 11/01/2002 - 11/30/2002

<b>Program Area</b>	<b>Project</b>	<b>Description</b>	<b>HCS Federal Funds Obligated</b>	<b>Share to Local Benefit</b>	<b>State/Federal Cost to Date</b>	<b>Federal Funds Expended</b>	<b>Fed Previous Amount Claimed</b>	<b>Fed Funds Claimed this Period</b>
<b>NHTSA</b>								
<b>NHTSA 402</b>								
<b>Planning and Administration</b>								
	PA-2002-01-00-00		\$150,000.00	\$0.00	\$193,886.98	\$96,885.93	\$97,001.05	-\$115.12
	<b>Planning and Administration Total</b>		<b>\$150,000.00</b>	<b>\$0.00</b>	<b>\$193,886.98</b>	<b>\$96,885.93</b>	<b>\$97,001.05</b>	<b>-\$115.12</b>
<b>Alcohol</b>								
	AL-2002-03-00-00		\$629,559.81	\$0.00	\$558,189.41	\$558,189.41	\$539,934.48	\$18,254.93
	<b>Alcohol Total</b>		<b>\$629,559.81</b>	<b>\$0.00</b>	<b>\$558,189.41</b>	<b>\$558,189.41</b>	<b>\$539,934.48</b>	<b>\$18,254.93</b>
<b>Occupant Protection</b>								
	OP-2002-05-00-00		\$125,000.00	\$0.00	\$119,362.31	\$119,362.31	\$118,185.49	\$1,176.82
	<b>Occupant Protection Total</b>		<b>\$125,000.00</b>	<b>\$0.00</b>	<b>\$119,362.31</b>	<b>\$119,362.31</b>	<b>\$118,185.49</b>	<b>\$1,176.82</b>
<b>Police Traffic Services</b>								
	PT-2002-02-00-00		\$1,858,763.95	\$1,102,700.00	\$2,079,120.94	\$1,483,989.94	\$1,456,996.93	\$26,993.01
	<b>Police Traffic Services Total</b>		<b>\$1,858,763.95</b>	<b>\$1,102,700.00</b>	<b>\$2,079,120.94</b>	<b>\$1,483,989.94</b>	<b>\$1,456,996.93</b>	<b>\$26,993.01</b>
<b>Traffic Records</b>								
	TR-2002-06-00-00		\$125,000.00	\$0.00	\$21,954.85	\$21,954.85	\$21,954.85	\$0.00
	<b>Traffic Records Total</b>		<b>\$125,000.00</b>	<b>\$0.00</b>	<b>\$21,954.85</b>	<b>\$21,954.85</b>	<b>\$21,954.85</b>	<b>\$0.00</b>
<b>Youth Alcohol</b>								
	YA-2002-00-03-00		\$238,553.80	\$0.00	\$155,220.25	\$155,220.25	\$154,903.00	\$317.25
	<b>Youth Alcohol Total</b>		<b>\$238,553.80</b>	<b>\$0.00</b>	<b>\$155,220.25</b>	<b>\$155,220.25</b>	<b>\$154,903.00</b>	<b>\$317.25</b>
<b>Safe Communities</b>								
	SA-2002-09-00-00		\$179,913.85	\$0.00	\$128,997.79	\$128,997.79	\$122,291.62	\$6,706.17
	<b>Safe Communities Total</b>		<b>\$179,913.85</b>	<b>\$0.00</b>	<b>\$128,997.79</b>	<b>\$128,997.79</b>	<b>\$122,291.62</b>	<b>\$6,706.17</b>
<b>Roadway Safety</b>								
	RS-2002-11-00-00		\$290,140.00	\$0.00	\$272,673.95	\$272,673.95	\$244,122.20	\$28,551.75

**U.S. Department of Transportation National Highway Traffic Safety Administration**

State: Missouri

**Federal Reimbursement Voucher**

Page: 2

Date: 12/24/2002

Reimbursement Info: Total: \$1,335,843.04

Posted: 12/12/2002

Claim Period: 11/01/2002 - 11/30/2002

Voucher Reimbursement

<b>Program Area</b>	<b>Project</b>	<b>Description</b>	<b>HCS Federal Funds Obligated</b>	<b>Share to Local Benefit</b>	<b>State/Federal Cost to Date</b>	<b>Federal Funds Expended</b>	<b>Fed Previous Amount Claimed</b>	<b>Fed Funds Claimed this Period</b>
	<b>Roadway Safety Total</b>		<b>\$290,140.00</b>	<b>\$00</b>	<b>\$272,673.95</b>	<b>\$272,673.95</b>	<b>\$244,122.20</b>	<b>\$28,551.75</b>
	<b>NHTSA 402 Total</b>		<b>\$3,596,931.41</b>	<b>\$1,102,700.00</b>	<b>\$3,529,406.48</b>	<b>\$2,837,274.43</b>	<b>\$2,755,389.62</b>	<b>\$81,884.81</b>
<b>157 Incentive Funds</b>								
	157AL-2002-00-00-00		\$36,000.00	\$00	\$25,450.40	\$25,450.40	\$25,450.40	\$00
	<b>157 Alcohol Total</b>		<b>\$36,000.00</b>	<b>\$00</b>	<b>\$25,450.40</b>	<b>\$25,450.40</b>	<b>\$25,450.40</b>	<b>\$00</b>
<b>157 Police Traffic Services</b>								
	157PT-2002-02-00-00	POLICE TRAFFIC	\$862,630.31	\$219,127.00	\$853,196.40	\$731,366.40	\$699,559.55	\$31,806.85
	<b>157 Police Traffic Services Total</b>		<b>\$862,630.31</b>	<b>\$219,127.00</b>	<b>\$853,196.40</b>	<b>\$731,366.40</b>	<b>\$699,559.55</b>	<b>\$31,806.85</b>
<b>157 Occupant Protection</b>								
	157OP-2002-05-00-00	OCCUPANT PROTEC	\$381,726.69	\$00	\$292,322.86	\$292,322.86	\$266,802.86	\$25,520.00
	<b>157 Occupant Protection Total</b>		<b>\$381,726.69</b>	<b>\$00</b>	<b>\$292,322.86</b>	<b>\$292,322.86</b>	<b>\$266,802.86</b>	<b>\$25,520.00</b>
<b>157 Roadway Safety</b>								
	157RS-2002-11-00-00		\$287,287.63	\$00	\$00	\$00	\$00	\$00
	<b>157 Roadway Safety Total</b>		<b>\$287,287.63</b>	<b>\$00</b>	<b>\$00</b>	<b>\$00</b>	<b>\$00</b>	<b>\$00</b>
	<b>157 Incentive Funds Total</b>		<b>\$1,567,644.63</b>	<b>\$219,127.00</b>	<b>\$1,170,969.66</b>	<b>\$1,049,139.66</b>	<b>\$991,812.81</b>	<b>\$57,326.85</b>
<b>157 Innovative Funds 2002</b>								
	IN2-2002-05-00-00		\$708,337.00	\$00	\$275,509.89	\$275,509.89	\$246,702.73	\$28,807.16
	<b>157 Innovative FY 2002 Total</b>		<b>\$708,337.00</b>	<b>\$00</b>	<b>\$275,509.89</b>	<b>\$275,509.89</b>	<b>\$246,702.73</b>	<b>\$28,807.16</b>
<b>157 Innovative Paid Media FY 2002</b>								
	IPM2-2002-05-00-00		\$150,000.00	\$00	\$85,000.00	\$85,000.00	\$85,000.00	\$00
	<b>157 Innovative Paid Media FY 2002 Total</b>		<b>\$150,000.00</b>	<b>\$00</b>	<b>\$85,000.00</b>	<b>\$85,000.00</b>	<b>\$85,000.00</b>	<b>\$00</b>
	<b>157 Innovative Funds 2002 Total</b>		<b>\$858,337.00</b>	<b>\$00</b>	<b>\$360,509.89</b>	<b>\$360,509.89</b>	<b>\$331,702.73</b>	<b>\$28,807.16</b>
<b>405 Occupant Protection</b>								
	J2-2002-00-00-00		\$34,592.53	\$00	\$37,892.53	\$34,592.53	\$34,592.53	\$00

**U.S. Department of Transportation National Highway Traffic Safety Administration**

**Federal Reimbursement Voucher**

**2002-VOU-16**

State: Missouri

Page: 3

Reimbursement Info: Total: \$1,335,843.04

Date: 12/24/2002

Voucher Reimbursement

Claim Period: 11/01/2002 - 11/30/2002

<b>Program Area</b>	<b>Project</b>	<b>Description</b>	<b>HCS Federal Funds Obligated</b>	<b>Share to Local Benefit</b>	<b>State/Federal Cost to Date</b>	<b>Federal Funds Expended</b>	<b>Fed Previous Amount Claimed</b>	<b>Fed Funds Claimed this Period</b>
<b>405 Occupant Protection Total</b>			<b>\$34,592.53</b>	<b>\$0.00</b>	<b>\$37,892.53</b>	<b>\$34,592.53</b>	<b>\$34,592.53</b>	<b>\$0.00</b>
<b>2003B Child Pass. Protect</b>								
J3-2002-00-00-00			\$449,575.05	\$0.00	\$52,312.01	\$52,312.01	\$52,312.01	\$0.00
<b>2003B Child Pass. Protect Total</b>			<b>\$449,575.05</b>	<b>\$0.00</b>	<b>\$52,312.01</b>	<b>\$52,312.01</b>	<b>\$52,312.01</b>	<b>\$0.00</b>
<b>New 410 Alcohol</b>								
J8-2002-03-00-00			\$2,687,932.38	\$68,000.00	\$1,424,277.55	\$1,072,017.55	\$1,054,292.53	\$17,725.02
<b>New 410 Alcohol Total</b>			<b>\$2,687,932.38</b>	<b>\$68,000.00</b>	<b>\$1,424,277.55</b>	<b>\$1,072,017.55</b>	<b>\$1,054,292.53</b>	<b>\$17,725.02</b>
<b>411 Data Program</b>								
J9-2002-11-00-00			\$516,299.61	\$0.00	\$338,079.69	\$281,079.69	\$281,079.69	\$0.00
<b>411 Data Program Total</b>			<b>\$516,299.61</b>	<b>\$0.00</b>	<b>\$338,079.69</b>	<b>\$281,079.69</b>	<b>\$281,079.69</b>	<b>\$0.00</b>
<b>154 Transfer Funds</b>								
154AL-2002-03-00-00			\$5,425,887.00	\$774,203.06	\$1,969,669.14	\$1,969,669.14	\$1,935,143.23	\$34,525.91
<b>154 Alcohol Total</b>			<b>\$5,425,887.00</b>	<b>\$774,203.06</b>	<b>\$1,969,669.14</b>	<b>\$1,969,669.14</b>	<b>\$1,935,143.23</b>	<b>\$34,525.91</b>
<b>154 Hazard Elimination</b>								
154HE-2002-00-03-00			\$5,055,444.00	\$0.00	\$2,517,424.93	\$2,517,424.93	\$2,517,424.93	\$0.00
<b>154 Hazard Elimination Total</b>			<b>\$5,055,444.00</b>	<b>\$0.00</b>	<b>\$2,517,424.93</b>	<b>\$2,517,424.93</b>	<b>\$2,517,424.93</b>	<b>\$0.00</b>
<b>154 Transfer Funds Total</b>			<b>\$10,481,331.00</b>	<b>\$774,203.06</b>	<b>\$4,487,094.07</b>	<b>\$4,487,094.07</b>	<b>\$4,452,568.16</b>	<b>\$34,525.91</b>
<b>164 Transfer Funds</b>								
164AL-2002-00-00-00			\$5,211,207.00	\$1,390,000.00	\$4,589,543.68	\$4,589,543.68	\$3,473,970.39	\$1,115,573.29
<b>164 Alcohol Total</b>			<b>\$5,211,207.00</b>	<b>\$1,390,000.00</b>	<b>\$4,589,543.68</b>	<b>\$4,589,543.68</b>	<b>\$3,473,970.39</b>	<b>\$1,115,573.29</b>
<b>164 Transfer Funds Total</b>			<b>\$5,211,207.00</b>	<b>\$1,390,000.00</b>	<b>\$4,589,543.68</b>	<b>\$4,589,543.68</b>	<b>\$3,473,970.39</b>	<b>\$1,115,573.29</b>
<b>NHTSA Total</b>			<b>\$25,403,850.61</b>	<b>\$3,554,030.06</b>	<b>\$15,990,085.56</b>	<b>\$14,763,563.51</b>	<b>\$13,427,720.47</b>	<b>\$1,335,843.04</b>
<b>Total</b>			<b>\$25,403,850.61</b>	<b>\$3,554,030.06</b>	<b>\$15,990,085.56</b>	<b>\$14,763,563.51</b>	<b>\$13,427,720.47</b>	<b>\$1,335,843.04</b>

I CERTIFY, that in accordance with the laws of the state and under the terms of the approved program(s) area that actual costs claimed have been incurred and have not previously been presented for payment.

(APPROVAL AND PAYMENT ARE SUBJECT TO ADJUSTMENT, YEAR-END AUDIT OR OTHER APPROPRIATE REVIEW)

State Official:



**ADDENDUM # 2**  
**PAID ADVERTISING—SAFETY BELTS**

**Public Information & Education Campaign**  
**June - September 2002**

**PR Contract:**

The Missouri Division of Highway Safety contracted with Wyandotte Marketing Communications this year to help with the occupant protection program. The contract with Wyandotte included the following: development of three radio spots and the corresponding billboard concepts; purchase of radio time from the Missouri Broadcasters Association and additional advertising in minority/urban markets; and coordinated press conferences/interviews around the state. Specific information can be found in the appropriate section (e.g., radio advertising, billboard advertising, etc.). I have outlined below the budget for the marketing firm.

Activities under this contract were billed to Project 01-IN2-05-4, 02-157-05-10 and 02-J2-05-1.

Service Product	Estimated Amount	Total Billed Through October	Amount Remaining
Media Placement (outdoor, transit, radio)	\$86,774.00	\$80,192.69	\$6,581.31
Media Planning (commission)	\$8,677.40	\$8,093.47	\$583.93
Production Costs for Outdoor Boards	\$30,000.00	\$28,052.19	\$1,947.81
Seat Belt Press Conferences	\$27,830.00	\$27,635.71	\$194.29
Minority/Urban Radio	\$11,500.00	\$11,419.33	\$80.67
Pickup Truck Radio	\$11,500.00	\$11,370.89	\$129.11

**Radio Advertisements:**

**1) Missourinet:**

The Division contracted with Missourinet, part of the Learfield Communications network, to provide airtime to broadcast safety belt commercials. Missourinet airs news, sports, and features on sixty-five stations across Missouri. Missourinet stations reach 102 counties in Missouri and 97% of the state's population. As part of a previous contract, Missourinet produced three commercials at no charge. Commercials aired between 6:00 a.m. and 7:00 p.m. as follows:

07/01/02 – 07/06/02	20 spots per week
07/15/02 – 07/20/02	20 spots per week
07/29/02 – 08/03/02	20 spots per week
08/12/02 – 08/31/02	60 spots per week
09/02/02 – 09/28/02	80 spots per week

The cost of the Missourinet advertising is detailed below:

Service/Product	Cost to MDHS Contract #02-PM3-05-7	Match
Commercial air time	\$85,000	\$ 0
Commercial production	\$ 0	\$ 0
Total	\$85,000	\$ 0

We are not aware of any free airings that occurred as a result of this advertising.

The Secretary of State's office estimates that Missouri's population is 5,468,338. Approximately 2,277,087 of those people travel to work each day by automobile. And, at some point, all people must ride in a motor vehicle. It is safe to assume that the majority of Missourians heard the messages at least once.

**2) Missouri Broadcasters Association:**

The Division, through Wyandotte Marketing, contracted with the Missouri Broadcasters Association (MBA) to provide airtime broadcasting safety belt commercials. The agreement with MBA is not considered paid advertising under federal guidelines. MBA provides a service to non-profit agencies called the Non-Commercial Sustaining Announcement (NCSA) program. As part of this arrangement, MBA serves as a liaison to radio stations and places public service announcements in the best-time-available slots. The safety belt public service announcements were placed on 228 stations in Missouri. The formats of these stations included news/talk, sports, rock, adult contemporary, country, and pop. By participating in the MBA NCSA program, the Division reached virtually 100% of Missouri's population. The public service announcements aired on a set schedule based upon the following rotation: between 6:00 a.m. and 4:00 p.m. on weekdays and between 4:00 p.m. and 12:00 a.m. every day of the week. The contract period began on August 1, 2002 and ended on September 28, 2002.

According to provisions of the NCSA agreement, the public service announcements were played a total of 2,730 times at a 4:1 ratio investment. Many radio stations played the messages in excess of the agreement. MBA reported that the Division received 4,550 additional airings gratis. The total market value of the announcements was estimated at \$392,540. The radio schedule was exposed to an estimated 416,000 people each week of the schedule, and reached 50% of Missouri residents at least three times each month.

**3) KMOX Radio and Cardinals Radio Network:**

The Division contracted with the Cardinal Radio Network to provide airtime to broadcast safety belt and child safety seat commercials during the 2002 season for the St. Louis Cardinals baseball franchise. The Cardinal Radio Network airs news, sports, country, rock, adult contemporary, urban and features thirty-one stations across Missouri. The advertising began March 3, 2002 and ended on October 14, 2002. We ran 172 :30-second commercials and opening/closing billboards during the play-by-play and 40 :60-second announcements sponsoring the Jetcopter reports during the pregame on KMOX.

Service/Product	Cost to MDHS Contract #02-157-05-10	Match
Commercial air time	\$134,500	\$ 0
Commercial production	\$ 0	\$ 0
Total	\$134,500	\$ 0

**4) Additional Advertising in Minority/Urban Markets:**

The Division, through contract with Wyandotte Marketing, purchased additional airtime on Minority/Urban stations in Kansas City, St. Louis, Springfield, Sikeston, and Cape Girardeau. Those spots aired 464 times on seven stations. Most of these stations are also part of the Missouri Broadcasters Association so we were purchasing additional time during the month of September.

Station	Format
KPRS-FM, Kansas City	Urban Contemporary
KGZZ, Kansas City	Spanish
KATZ-FM, St. Louis	Hip-Hop
KMJM-FM, St. Louis	Urban Contemporary
KLSC-FM, Sikeston	Hot Adult Contemporary
KCGQ-FM, Cape Girardeau	Rock
KSPW-FM, Springfield	Contemporary Hit Radio

**Billboard Advertisements:**

During the 2002 campaign, the Division posted billboards at or near survey location sites in the month prior to and the month during the statewide safety belt usage rate survey. MDHS re-posted some of the old billboard posters and also posted new posters/boards through our contract with Wyandotte Marketing. Sixty-one billboards were posted at or near safety belt survey sites. There were three new messages developed through Wyandotte Marketing and three old posters that were reposted.

Posters that were re-posted during the month of September:

County	Daily Exposure
I-55/Hwy 61 Interchange, Fruitland (Drury Southwest)	15,688
I-55/Benton Interchange, Benton (Drury Southwest)	15,350
I-55/Hwy 62 Interchange, Sikeston (Drury Southwest)	11,421
I-55/Scott City Interchange, Scott City (Drury Southwest)	26,583
N side of I-270, Hazelwood (DDI Media)	135,809
W side of I-55, St. Louis (DDI Media)	85,703
E side of I-55, S of Gasconade underpass (DDI Media)	99,384
65N in Taney County (Branson Outdoor)	21,083
<b>Total Cost</b>	<b>\$8,900.00</b>

Following is a summary of the outdoor placement purchased through Wyandotte Marketing:

County/Location	Daily Exposure
Kansas City – SW Blvd, E/O 20 <sup>th</sup> St., F/W	22,100
Adair – Hwy 63, 1.4 mi S/O Route 6, F/S	5,163
Adair – Hwy 63, 4.9 mi N/O Kirksville, E/S, F/N	6,983
Lincoln – Hwy 61, 6.7 mi S/O Pike Co., E/S, F/N	7,543
Lincoln – West Side of Hwy 61, 6 mi N of Troy F/S	19,180
Platte – E/S I-29, .4 mi S/O HH, F/N	60,000
Scott – 1 mi N/O I-55/Scott City Interchange	26,583
Scott – ½ mi S/O I-55/Hwy 55 Interchange	10,075
Stoddard – 1/8 mi E/O Hwy 60/AD Interchange	9,382
Stoddard – 4 mi W/O Hwy 60/Hwy 61 Interchange	6,812
Jefferson – 1.2 mi S/O exit 178	35,940
Jefferson - .2 mi S/O Rt. Z, West side of I-55	35,940
Lafayette – I-70, 1.6 mi W/O exit 37, F/W	29,200
Lafayette – E/X Hwy 13, 2 mi N/O I-70, F/S	35,000
St. Charles – South side of I-370, 1.5 mi E/O Cave Springs	30,877
St. Charles – South side of I-370, .3 mi E/O County Line	28,739
Clay – W/S I-35, 1.4 mi N/O 92 Hwy	20,000
Clay – W/S US 169, 1.5 N/O 92 in Smithville, F/N	2,700
Johnson – N/S Hwy 50, 1.7 mi W/O Hwy 13, F/W	13,800
Johnson – N/S Hwy 50, .9 mi E/O Rt. D, F/E	4,900
St. Louis – South side of I-70, .48 mi E/O Goodfellow, W/F	94,452
St. Louis – South side of I-70, .48 mi E/O Goodfellow, E/F	86,752
Kansas City – S/S I-70, .6 mi W/O Rt. F, F/E	29,000
Kansas City – N/S East 350 Hwy at 12404, F/E	14,400
Lawrence – W/S H Hwy, .1 mi N/O I-44	21,500
Lawrence – S/S US 60, .6 mi W/O M Hwy	20,730
Newton – Hwy 71, 2 mi N/O Goodman, E/S, F/N	6,300
Newton – Hwy 60 Business N, 1.5 mi N/O CL WSN	3,300
Christian – W/S US 160, 6.4 mi S/O EE Hwy	13,638
Christian – W/S US 65, .2 mi S/O EE Hwy	13,600
Polk – E/S Hwy 65, .9 mi N/O Jct. CC Top	6,830
Polk W/S Hwy 13, 2.3 mi N/O Jct. CC Top	8,360
Webster – N/S I-44, 3 mi E/O exit 100	21,856
Webster – N/S Us 60, .3 mi E/O Hwy VV	14,520
Boone – W/S Hwy 63, 5 mi S/O M, N/B Top	7,700
Boone – S/S I-70, 4 mi W/O Rt. B, W/B Top	22,800
Callaway – N/S hwy 54, .1 mi E/O Rt. W E/B	33,900
Callaway – N/S Hwy 54, .5 mi E/O Rt. TT W/B	4,500
Camden – S/S Hwy 54, .75 mi E/O hwy 5, E/B	9,500
Camden – S/S Hwy 54, 2 mi W/O Rt. KK, W/B	14,200

Free services donated by the billboard companies are impossible to calculate. Many companies offered the space at a discounted rate. The companies have agreed to post the billboards on a space-available basis; this exposure will result in thousands of dollars of free advertising.

#### **Transit Advertising:**

Mass transit advertising consisted of affixing posters to metropolitan buses was utilized to reach the minority and urban targets in Kansas City and St. Louis. The *She'd Be Lost Without You* outdoor board with the African American visual was placed on 15 buses in each market, for a total of 30 posters on buses in the two cities. The cost of this was incorporated in the media placement section of the PR contract above. The estimated exposure on the bus tails: Kansas City market -- 1,342 per bus per day in the 28 days of schedule; St. Louis market – 1,407 per bus per day in the 28 days of schedule.

#### **Newspaper Coverage:**

The information distributed to the law enforcement agencies that received STEP grants included two sample press releases: a pre-survey release and a post-survey release. The Division received many free services as a result of the press releases. Central Missouri State University copied and distributed the press releases to participating law enforcement agencies at their own expense. Individual law enforcement agencies disseminated the releases locally at their own expense.

A total of 133 articles were obtained through press clippings. The articles were published in 52 counties and the City of St. Louis.

- 42 of the articles were a result of press releases sent out by Wyandotte Marketing
- 46 of the articles were a result of press releases sent out by local law enforcement regarding the STEP waves or Combined Enforcement efforts
- 9 of the articles were the *Click It. Don't Risk It.* Logo
- 9 of the articles were the *Buckle Up Missouri* Logo
- 7 of the articles were other seat belt logos
- 20 of the articles were seat belt related articles

We continue to receive coverage regarding the campaign. To-date we have obtained 13 articles that were published during October 2002.

- 1 article related to STEP Waves
- 5 *Click It. Don't Risk It.* Logos
- 2 *Buckle Up Missouri* Logos
- 6 other seat belt related articles

#### **Press Conferences:**

Through the contract with Wyandotte Marketing, the Division held press conferences and/or media interviews in the locations listed below. Wyandotte Marketing worked closely with the Division of Highway Safety, the Missouri State Highway Patrol Public Information Officers, and other safety advocates in planning these events.

- Kansas City – A press conference was held at Southeast High School. Patricia Williams, mother of Veronica Williams, spoke at the press conference. Veronica was Homecoming Queen last year at the high school and two weeks before graduation she died in a traffic crash. All four major Kansas City news stations (DCTV, WDAF, KSHB, KMBC), the top news radio station, the *Kansas City Star*, and the *Kansas City Business Journal* covered the event.
- Kirksville – In the Kirksville area, media interviews were scheduled with Sergeant Brent Bernhardt, MSHP, and former Miss Missouri Patches King. Patches was involved in a very serious crash and has required several surgeries to repair the injuries to her face. Interviews were conducted by the *Kirksville Daily Express*, KTVO-TV, and KIRX radio.
- Springfield Area – A press conference was held at Nixa High School. Sergeant Art Forgey, a police officer who was paralyzed in a traffic crash, served as the spokesperson for the press conferences. The *Springfield News-Leader*, the *Nixa News Enterprise*, the *Ozark County Times*, and three Springfield TV stations, including KYTV, KSPR, and KOLR covered this news event.

- Cape Girardeau – A press conference was held in Cape Girardeau. Erv and Lana Arnzen lost their daughter Jessica in a traffic crash. She was thrown from the vehicle when her car overturned and died of a broken neck. The Arnzens served as spokespersons for the press conference, which was covered by the *Cape Girardeau Southeast Missourian*, KFVS-TV, and the radio stations KAPE, KYRK, and KGMO.
- St. Louis – In the St. Louis area, media interviews were conducted. There had been several fatal traffic crashes in the area that were receiving a lot of attention. Sergeant Terry St. Clair and Corporal Jon Parrish took the opportunity to incorporate the campaign message in to the interviews. Sergeant Terry Sinclair provided interviews with the three St. Louis network stations (KDNL, KMOV and KSDK) and the *St. Louis Post-Dispatch* the week of September 5. The following two weeks resulted in a round of additional interviews with KMOX, KTJJ, the *St. Louis Post-Dispatch*, KMOV, and KSDK.

**Message Boards:**

The Division partnered with the Missouri Department of Transportation to position lighted message boards at survey locations. The message boards reminded motorists to buckle up and notified them of a safety belt survey ahead.

**Media Interviews:**

MDHS logged 26 media interviews that staff took during the campaign. There were more calls taken than logged. This also doesn't include the interviews that were conducted by the Highway Patrol, local municipalities or by other constituents.

**Results:**

The results of the safety belt survey indicate an increase in safety belt usage in the state, from 67.91 percent to 69.37 percent. While there are several factors that contributed to the increase, the public information and education campaign definitely had an impact.

**Baseline Percent of Population Using Safety Belts**

1998	60.42%
1999	60.82%
2000	67.72%
2001	67.91%
2002	69.37%



**ADDENDUM #3**  
**PAID ADVERTISING—ALCOHOL**

**Public Information and Education Campaign**

**KMZ Television:**

The Division contracted with KMIZ and the Ad Council for the 2002 "Friends Don't Let Friends Drive Drunk" campaign. A staff member worked with KMIZ staff to record a "Don't Drink and Drive" message that aired immediately prior to the Ad Council's PSA. The ads ran as listed below:

Holiday	Time Frame	Number of Spots	Cost 02-154-AL-44
The Fourth of July	Two weeks in July	20 ads per week airing after 4pm	\$1,000
Labor Day	Two weeks in August	20 ads per week airing after 4pm	\$1,000
Thanksgiving	Two weeks in November	20 ads per week airing after 4pm	\$1,000
Christmas and New Years	Two weeks in December	20 ads per week airing after 4pm	\$1,000

**Missouri State Troopers Association Billboards:**

The Division worked with the Missouri State Troopers Association, Motor Carrier and Missouri Outdoor Advertising Association to produce and post drinking and driving billboards featuring Corporal Webster and Trooper Marriott who died as a result of drunk driving. There were 18 vinyl and paper posters that were posted for five months. Motor Carrier paid to post six additional billboards in the Kansas City area.

The billboards were posted in Kansas City, St. Louis, Springfield, Columbia/Jefferson City, St. Joseph, Joplin, Hannibal and Park Hills. This project was paid for out of 410 funding.

Service/Product	Cost to MDHS
Production of billboard faces	\$7,660
Posting of billboards for 5 months	\$20,000
<b>Total Cost</b>	<b>\$27,660</b>

According to the Office of Social and Economic Data Analysis at the University of Missouri Outreach and Extension Office and the 2000 census data, approximately 19.8% (1,108,231) of Missouri's population is between the ages of 20 and 34. I applied this percentage to the number of daily and total exposures of each billboard. The sum of daily exposures for five months for all billboards for people in the target age group is 476,990. The sum of total exposures for five months for all billboards for people in the target age group is 71,548,458. The number of total exposures reaches a maximum level and cannot increase. This number includes people who are counted multiple times because they pass the billboard more than one time per month.

**Missourinet:**

The Division contracted with Missourinet, part of the Learfield Communications network, to provide airtime to broadcast a combined message about DWI (driving while intoxicated) and BWI (boating while intoxicated). This is a natural link because many boaters are driving on the roads to and from waterways.

Missourinet airs news, sports, and features on sixty-five stations across Missouri. Missourinet stations reach 102 counties in Missouri and 97% of the state's population. Learfield aired seventy total messages on their member stations airing a total of 6,130 messages across Missouri. The campaign began March 25, 2002 and ended August 31, 2002. This schedule marks the beginning of the boating season and targets major holiday weekends during the summer.

The commercials aired between 6:00 a.m. and 7:00 p.m. as follows:

03/25/02 – 03/30/02	10 spots per week
04/08/02 – 04/13/02	10 spots per week
04/22/02 – 04/27/02	10 spots per week
05/20/02 – 05/25/02	10 spots per week
07/01/02 – 07/06/02	10 spots per week
08/19/02 – 08/24/02	10 spots per week
08/26/02 – 08/31/02	10 spots per week

The cost of the Missourinet advertising is detailed below:

Service/Product	Cost to MDHS Contract #02-154-AL-44
Commercial air time	\$33,250
Commercial production	\$0
<b>Total</b>	<b>\$33,250</b>

We are not aware of any free airings that occurred as a result of this advertising.

The Secretary of State's office estimates that Missouri's population is 5,468,338. Approximately 2,277,087 of those people travel to work each day by automobile. And, at some point, all people must ride in a motor vehicle. It is safe to assume that the majority of Missourians heard the messages at least once.